

SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK MASTER PLAN

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The County of San Diego and the design team would also like to thank the many citizens who attended the three community workshops and provided valuable input to the preparation of the master plan.

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Introduction



CAC Waterfront Park

The Goals of the Master Plan

Built in 1938, the CAC has long been considered the 'Jewel on the Bay', a landmark of San Diego's past, and a symbol of its civic strength and vitality. Years before its construction, city and county leaders and citizens envisioned a Civic Center for the people of the County of San Diego. This vision and subsequent architectural concepts included a magnificent building and surrounding landscape that would be a true public realm on the waterfront. The CAC building has fulfilled this ideal for over sixty years. The full potential of the CAC landscape has not been fully realized. Most of the CAC site is now used as large surface parking lots.

This Master Plan embodies the next critical step in the long process toward full realization of the vision of a landmark County Administration Center Waterfront Park. This Park will become a major attraction to residents and visitors alike, and as the keystone open space of the larger North Embarcadero Project, will encourage the revitalization of this waterfront district.

The CAC site is one of few large remaining under-utilized properties on San Diego's Waterfront. The decision to transform this land into an unparalleled waterfront park captures a priceless legacy for present and future residents of San Diego.

The park is being planned and designed to satisfy the present and future needs of neighborhood, city, and county residents, as well as visitors: it will function as both a civic and neighborhood park. The Master Plan fulfills historic ideals and the present realities of a well-established, thriving city.

Design proposals will carefully integrate historic plant materials and landscape elements. Building from this historic landscape core, the design includes a large open Civic Green, intimate Garden Rooms with distinct themes and functions, and an Upper Promenade/Civic Fountain that create a spine of passive/contemplative space running the length of the site.

The dramatic transformation of the CAC surface parking lots requires that 1000 parking spaces either be placed below-grade or relocated to the Cedar/Kettner site (owned by the County of San Diego). The master plan proposes that 500 spaces be provided below ground at the County Administration Center and 500 spaces be located at the Cedar/Kettner site, thus minimizing the impact upon park users, while retaining adequate parking in close proximity to the CAC building and waterfront amenities.

History and Context

The Need for a Civic Center

Realization of a Dream

Landscape History

The North Embarcadero Alliance Visionary Plan

The CAC Site within San Diego

Site and Beyond

History and Context



1. 1937 Photograph of Partially Filled CAC Site

History and Context

* The Need for a Civic Center

The vision of a large civic center in San Diego was introduced as early as 1902 when space for City and County offices was deficient at City Hall. Citizen activist groups led by George Marston funded the planning and encouraged the political support that eventually led to the civic center's construction. A major step for San Diego and its civic center was the 1908 Nolen Plan. At that time, the project did not gather widespread public support. The First World War further hindered planning efforts.

At the time of the original Nolen Plan, the eventual site of the County Administrative Center was still under water. Funds were made available for dredging in 1911 and the current location of the building became suitable for construction by 1914.



2. Drawing based on the Nolen Plan (with color overlay by Hargreaves Associates)



3. 1935 Model, Requa, Gill, Johnson Architects

History and Context

* Realization of the Dream

In 1923, the Nolen Plan was reconsidered at George Marston's urging. In 1926, planner John Nolen restated the need for a civic center, and the Board of Supervisors passed a resolution in support of the project. Nolen's report recommended the formerly tidal site between Pacific Highway and Harbor Drive as the site for the Civic Center. Nolen proposed that the Civic Center become the "cornerstone of Public Buildings on the San Diego waterfront. The center would serve as the western anchor point of a grand promenade that would link the bay with Balboa Park.

Funding for the building was secured from the federal government after President Franklin D. Roosevelt visited the site in 1935. In 1934, San Diego architects William Templeton Johnson, Richard S. Requa, and Louis J. Gill were selected to design the building. Illness on the part of Johnson, a commitment to the 1935 World's Fair Exposition on the part of Requa, and Gill's desire to manage bookkeeping for the office led to the selection of Samuel Hamill to lead the project design team.

The architects designed a building combining Spanish Renaissance and modernist design. The 'H' shaped plan enclosed two formal garden rooms on the west and east of the building, while two other proposed buildings (never constructed) flanking the north and south, creating rectilinear gardens. The overall effect was that of a grand building rising from a series of carefully planned garden rooms. The Civic Center broke ground in December 1935 and was completed by 1938.

* Historic Landscape

In 1938 landscape architect Roland Hoyt was hired to oversee the completion of the landscape. It was completed at a cost of \$129,944. The design of the landscape was to complement the building with a symmetrical path system and amorphous border planting beds filled with a broad spectrum of plants suited to San Diego's unique climate. A Mediterranean style garden, composed of a large paved terrace punctuated by fountains and surrounded by trees and low plantings, was created between the two east wings of the building. Washingtonia Palms were used extensively west of the building and Senegal Palms dotted the open expanse of lawn fronting Harbor Drive. The original plans for gardens in the large areas at the north and south of the site were never completed. Large parking lots eventually filled much of this space.

This landscape has evolved over time. During World War II, vegetables were grown in the planting beds and donated to charity. The County built the Askew Building in 1958 as a temporary structure. The building remains today, but will be demolished to make way for the new park. In 1984, the County installed a xeriscape garden, with arid adapted plants to demonstrate water conservation.

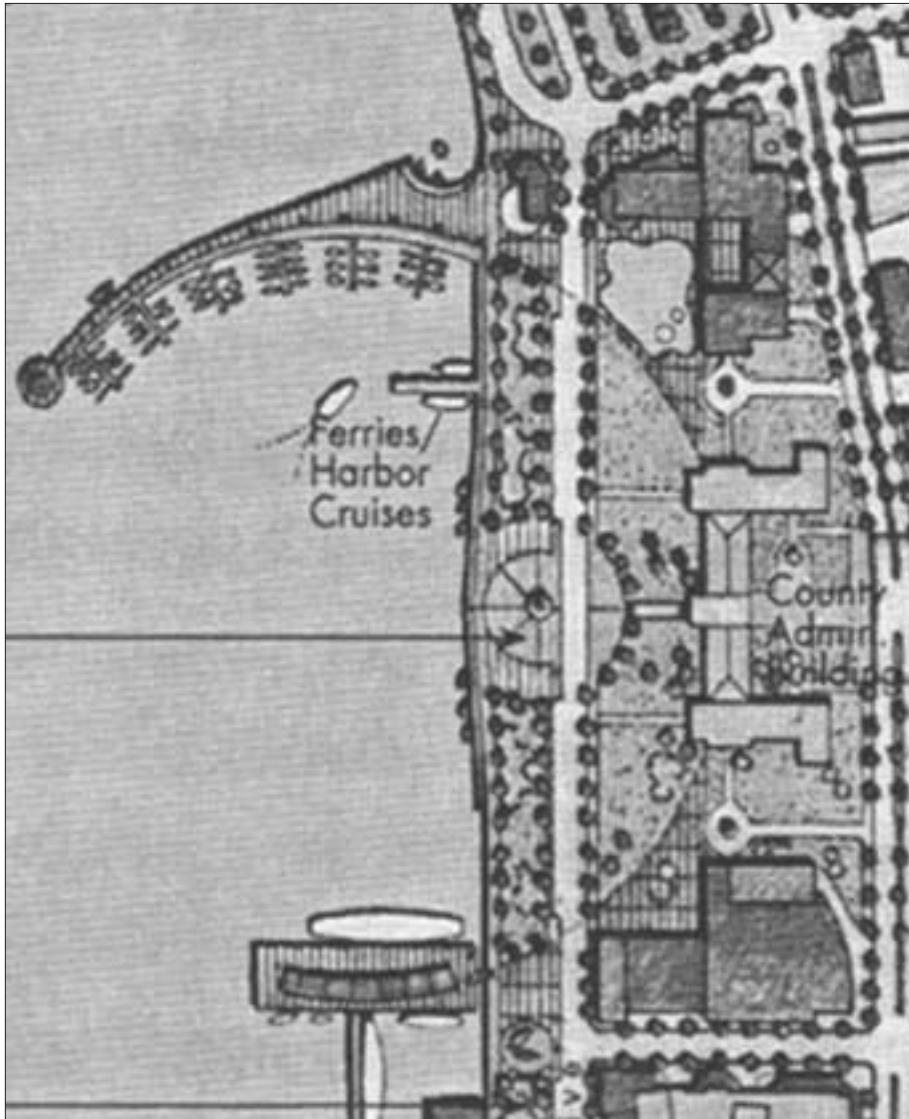
• History of the CAC site paraphrased from *Bridging the Centuries: The Jewel on the Bay, A History Commemorating the 60th Anniversary of the County Administration Center, 1938-1998*

The North Embarcadero Alliance Visionary Plan

The 1998 North Embarcadero Alliance Visionary Plan was instrumental in establishing a common series of guidelines, goals and objectives for development of the North Embarcadero. The Plan was the result of an unprecedented cooperative planning effort between the five agencies comprising the North Embarcadero Alliance: the Centre City Development Corporation, the City of San Diego, the County of San Diego, the San Diego Unified Port District, and the United States Navy. The North Embarcadero area is bounded by Hawthorn Street on the north, the railroad right of way to the east, Market Street to the south and the bulkhead line of San Diego bay to the west. The following is a summary of some of the Visionary Plan's fundamental goals that effect the planning and design of CAC Waterfront Park:

- Establish the North Embarcadero as a public precinct and front porch to the whole community, creating attractions that draw people to the bayfront
- Establish the North Embarcadero as an active, vibrant area, particularly along the bayfront
- Encourage development that is economically viable and increase the economic and social vitality of the bayfront
- Provide for uses and amenities that celebrate the San Diego community
- Preserve, enhance, and celebrate the area's marine uses, architecture, art, and culture
- Make the bayfront accessible to all, including those with disabilities - on foot, bicycle, boat, transit, auto

History and Context



4. North Embarcadero Alliance Visionary Plan, 1998 Sasaki Associates

These general goals stated in the North Embarcadero Alliance Visionary Plan provided a starting point for this Master Plan and were given great consideration throughout the planning process. The Visionary Plan had many specific planning and design recommendations impacting the proposed CAC Waterfront Park. The image at left is from that document.

The most significant departure from the Visionary Plan recommendations has been a shift in emphasis to favor the creation of open park space, as opposed to the combination of development and open space specified in the North Embarcadero Alliance Visionary Plan. The surface of the CAC site will be almost exclusively park space, although large parking structures will be built below-grade.

As outlined in the Visionary Plan, the waterfront to the east of the CAC Park should be as open and accessible as possible, with strong connections between the Park and waterfront. In agreement with the approved Visionary Plan, a crescent-shaped Grape Street Pier is shown in the plan. The master plan also envisions a connection between the park and the new esplanade envisioned in the North Embarcadero Plan.

The general tenets of the North Embarcadero Alliance Visionary Plan will continue to provide input to this project in subsequent design phases as well as providing a framework for coordination between this project and the concurrent North Embarcadero Project.

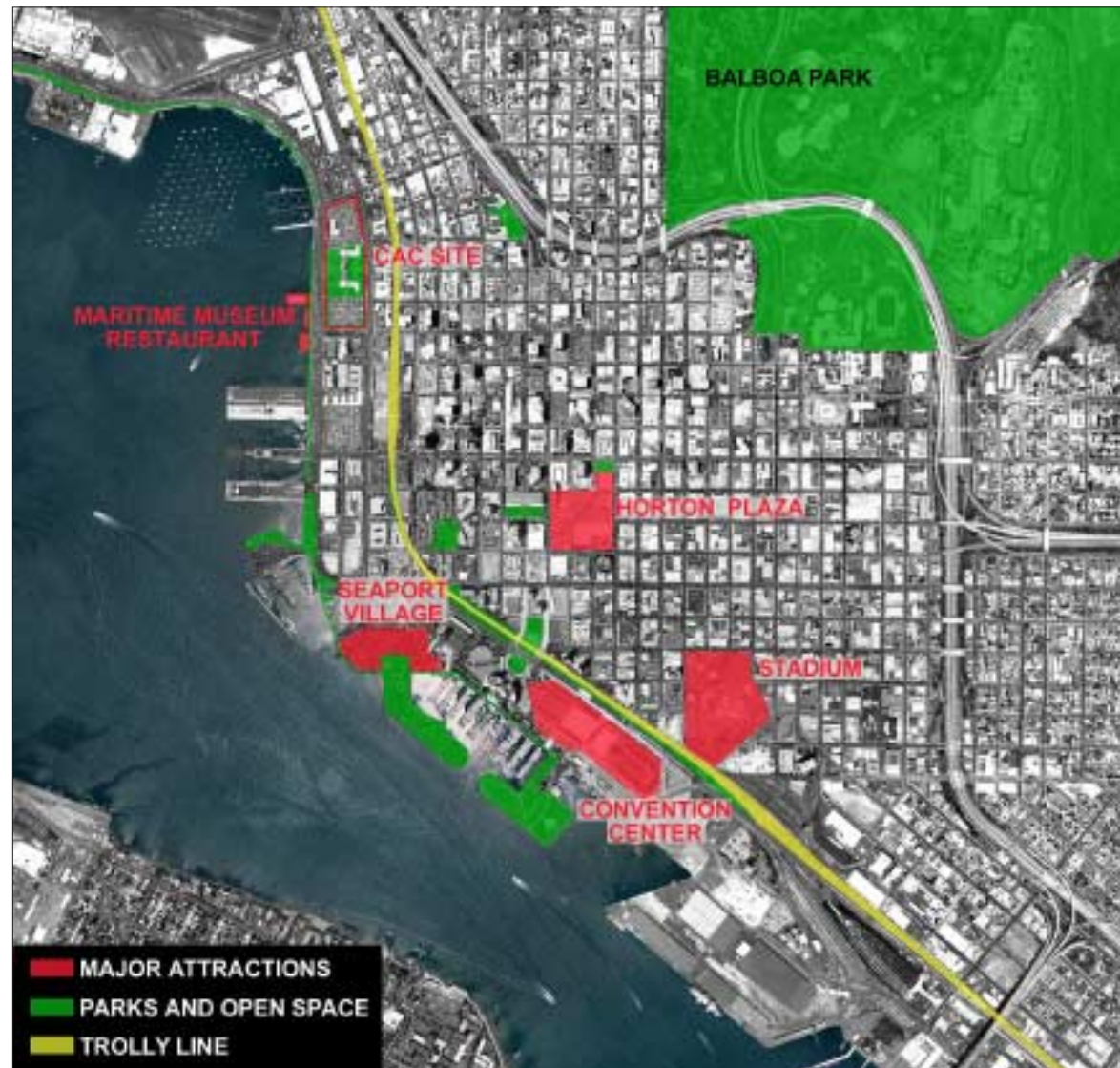
History and Context

The CAC Site within San Diego

The County Administration Center Site lies northwest of downtown San Diego and south of the San Diego airport within a region of the city known as the North Embarcadero. The North Embarcadero is an area that is currently undergoing a renaissance. Adjacent neighborhoods, including Little Italy, are rapidly transforming in response to the residential influx into downtown San Diego.

The most remarkable contextual feature of the County Administration Center site is its location on San Diego Bay. A broad look at the County Administration Center site within its metropolitan context reveals the site's importance. Along this crowded commercial and industrial waterfront, typical of a large port city, exists an unexploited void, a potential. An area that is now dominated by parking lots has the potential to become a landmark San Diego park. As the keystone open space of the larger North Embarcadero Project and the largest potential waterfront park in downtown San Diego, the successful transformation of this site to parkland is particularly important.

The diagram (right) highlights downtown San Diego's major attractions (red) and existing open spaces (green). The CAC Waterfront Park will be both an open space and a major attraction, extending the high level of activity that currently exists downtown and in portions of the South Embarcadero into the North Embarcadero.



5. Aerial Photograph of San Diego with CAC Project Boundary Outlined in Red

CAC Waterfront Park

History and Context

Site and Beyond

The County Administration Center Site is bordered by Grape Street on the north, Ash Street on the south, Pacific Highway on the east, and Harbor Drive on the west.

The CAC Waterfront Park Master Plan focuses primarily on planning and design investigations within the site area, outlined in red on the diagram at left. This is the extent of the County of San Diego property on this site. Many of the diagrams, models and drawings in this document extend beyond these limits. Off-site areas and issues that were examined at a planning level of detail include the Cedar/Kettner Development, connections to adjacent neighborhoods, Pacific Highway, Harbor Drive, and the Waterfront. Creating strong connections to these surrounding elements is crucial to the long term success of the CAC Waterfront Park. Subsequent phases of this project will increasingly focus on the design of the area within the specific property line.



6. CAC Site Boundary



7. Photograph of CAC Building and South Parking Lot

Analysis

Adjacent Development

Vegetation

Parking / Open Space

Pedestrian / Bicycle

Transit

Opportunities / Constraints

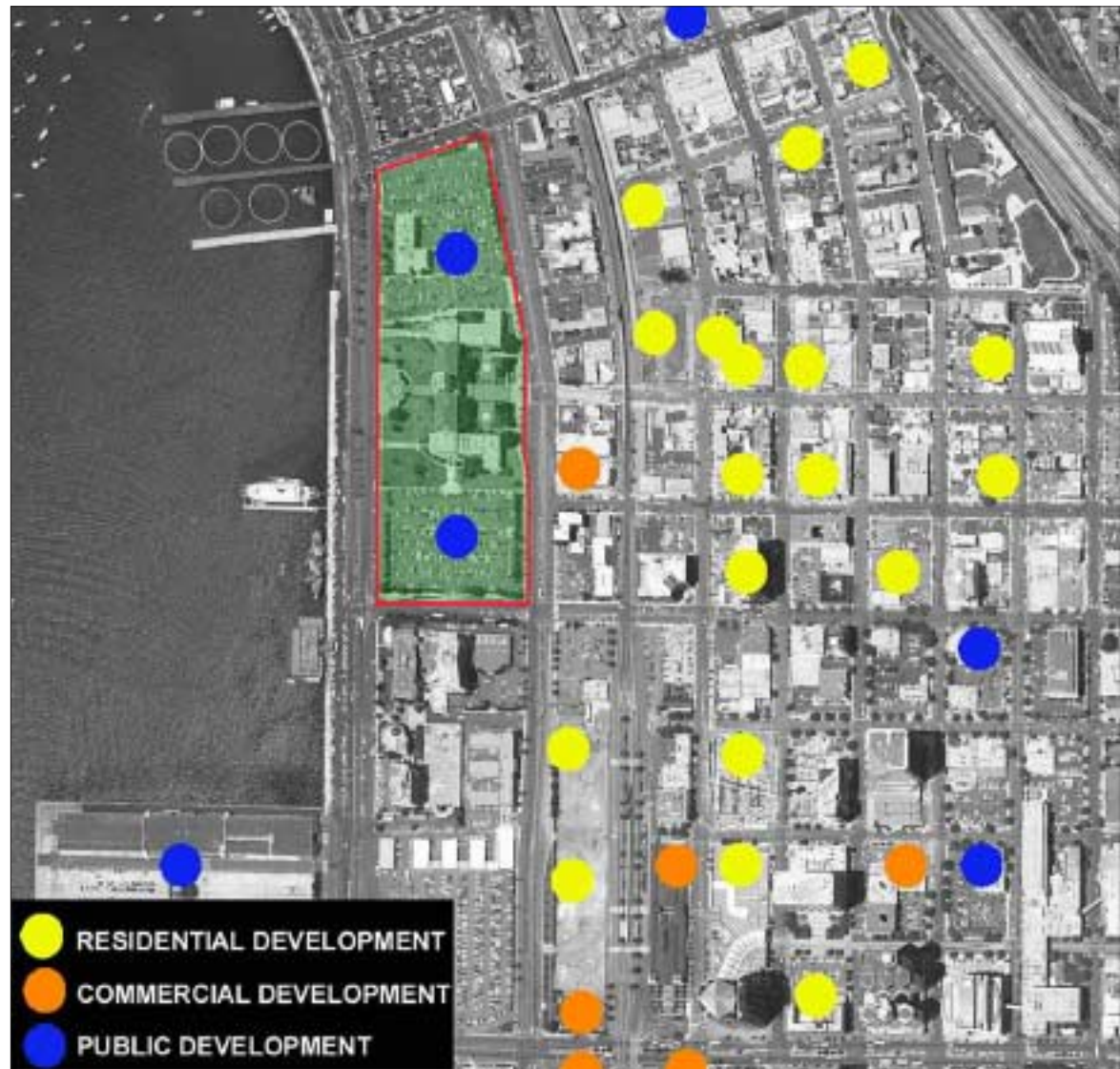
View Corridors

Analysis

Adjacent Development

The tremendous growth of residential development (yellow) in downtown San Diego, particularly in the Little Italy neighborhood shown at left, is dramatically transforming the urban core of the city. The rate of residential expansion in the neighborhoods adjacent to the proposed CAC Park reinforces the fact that the park will have to satisfy the individual requirements of adjacent residents as well as larger civic needs.

Current public development, (blue) will be dramatically increased in the waterfront zone around the CAC Park with the advent of the North Embarcadero Project. The public investment embodied within the North Embarcadero Project will in turn encourage a wave of private commercial development within this area.

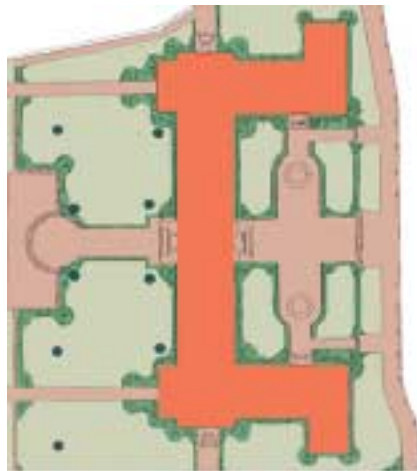


8. Adjacent Development

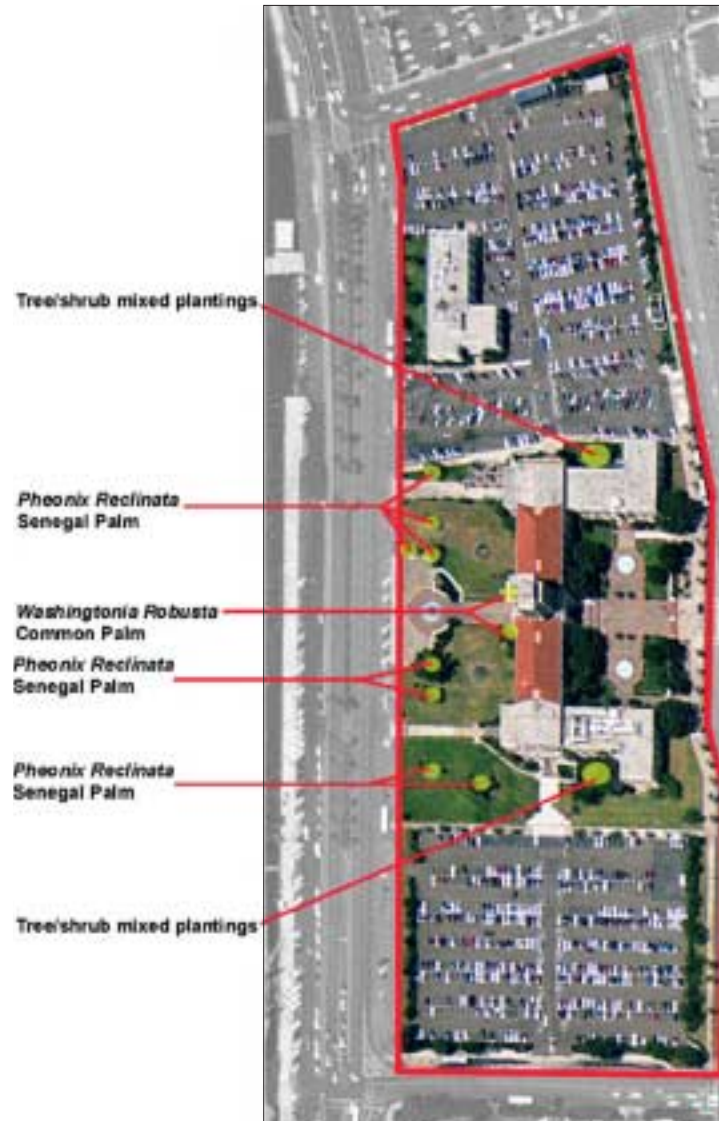
Vegetation

Significant historic vegetation exists primarily within the core of the CAC site, between Date and Beech Streets. Although much of the basic structure of the original Roland Hoyt landscape design exists in this area today, many of the plantings have been removed or replaced in subsequent years. The original wide diversity of plant materials has been dramatically reduced, and the landscape has evolved without a unified design intent.

Notable additions/modifications to the original landscape include Cape Chestnuts in the lawn area at the buildings west end, Coral Trees east of the fountains, and the xeriscape garden near Pacific Highway. The most significant existing historic plantings are the Senegal Palms (*Phoenix reclinata*) to the west of the CAC building. Perimeter plantings around the south parking lot were part of the original design. The north parking area was constructed on a subsequent fill of the site, and is thus not part of the original design. The Master Plan proposes to retain important existing plant materials, including the Senegal Palms. Planting on the CAC East Terrace will be retained except the Fern Pines that are damaging the CAC building.



9. Vegetation Comparison: Roland Hoyt Landscape (above) vs. Existing Vegetation (below)



10. Existing Vegetation - North, South, West

Analysis

Parking / Open Space

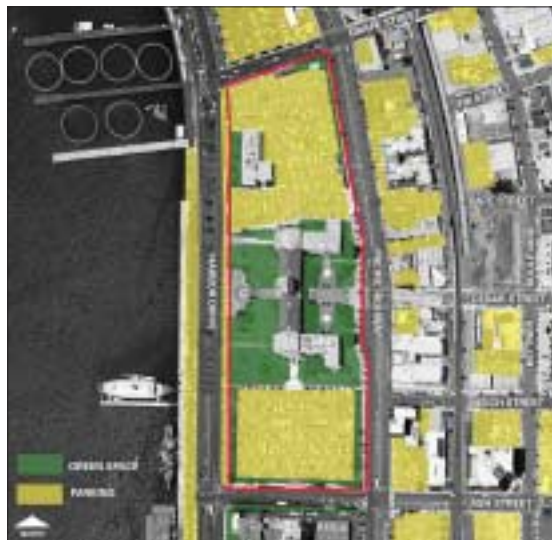
A surprisingly large proportion of the CAC site (outlined in red) and adjacent land is currently dedicated to surface parking (yellow). The historic landscape of the CAC site is the only green space or parkland in this area. A much more balanced dispersal of parking and green space will soon characterize this area. The CAC Waterfront Park Project will replace parking and roadway space with park space on the CAC site, and the North Embarcadero Project will replace a large amount of parking with public space on the land to the west of the CAC site.

Pedestrian / Bicycle

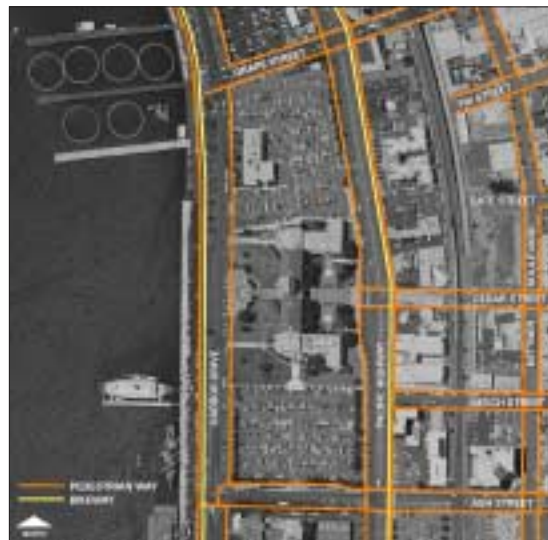
Pedestrian and bicycle access to the CAC site is adequate from most directions, with the notable exception of the circulation gap on Date and Fir Streets, where rail lines and grade change block circulation from the Little Italy neighborhood. Pedestrian and bike circulation along the Bayfront will be dramatically enhanced by the North Embarcadero Project improvements.

Transit

The CAC site is well served by public transportation, including bus, trolley, and ferry boat. Improvements in public transportation should accompany the transformation of the CAC site and the North Embarcadero to satisfy increasing transportation demands within this area.



11. Open Space / Parking



12. Pedestrian and Bicycle Circulation



13. Transit



14. Opportunities and Constraints

Opportunities / Constraints

Several important opportunities and constraints have guided the development of this Master Plan. The greatest opportunity on this site is the transformation of the north and south parking lots into park space. 500 parking spaces will be relocated to on-site below-grade parking structures. Another 500 parking spaces will be located within the off-site Cedar/Kettner parking structure. The most significant constraints to the relocation of the required 500 parking spaces on-site below-grade are the relatively high water table, adding to the expense of below-grade parking, and the three utility easements running east-west across the site (orange).

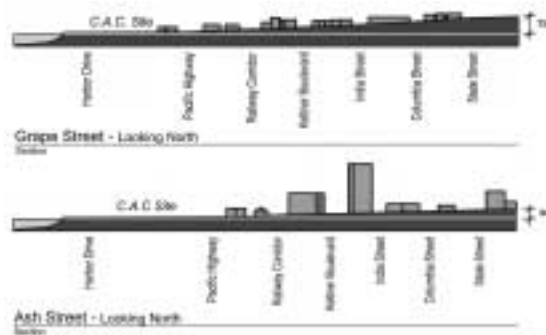
An historic Roland Hoyt landscape surrounds the historic CAC building. Existing significant historic vegetation and elements such as the “Guardian of Water” sculpture is retained and integrated into design proposals. New plantings will be selected with consideration to long-term maintenance and regional water constraints. The requirement to retain runoff on-site will also shape design decisions.

The activation of the park requires that strong connections be made across Harbor Drive to the Bay and the Bayfront Esplanade. This effort will be significantly aided by the transformation of Harbor Drive into a connective element. It will be significantly narrowed into a three-lane, pedestrian-oriented roadway. To the East, Pacific Highway will be transformed into a high traffic volume parkway. These changes were alluded to in the North Embarcadero Alliance Visionary Plan, and will be included within the scope of the North Embarcadero Project.

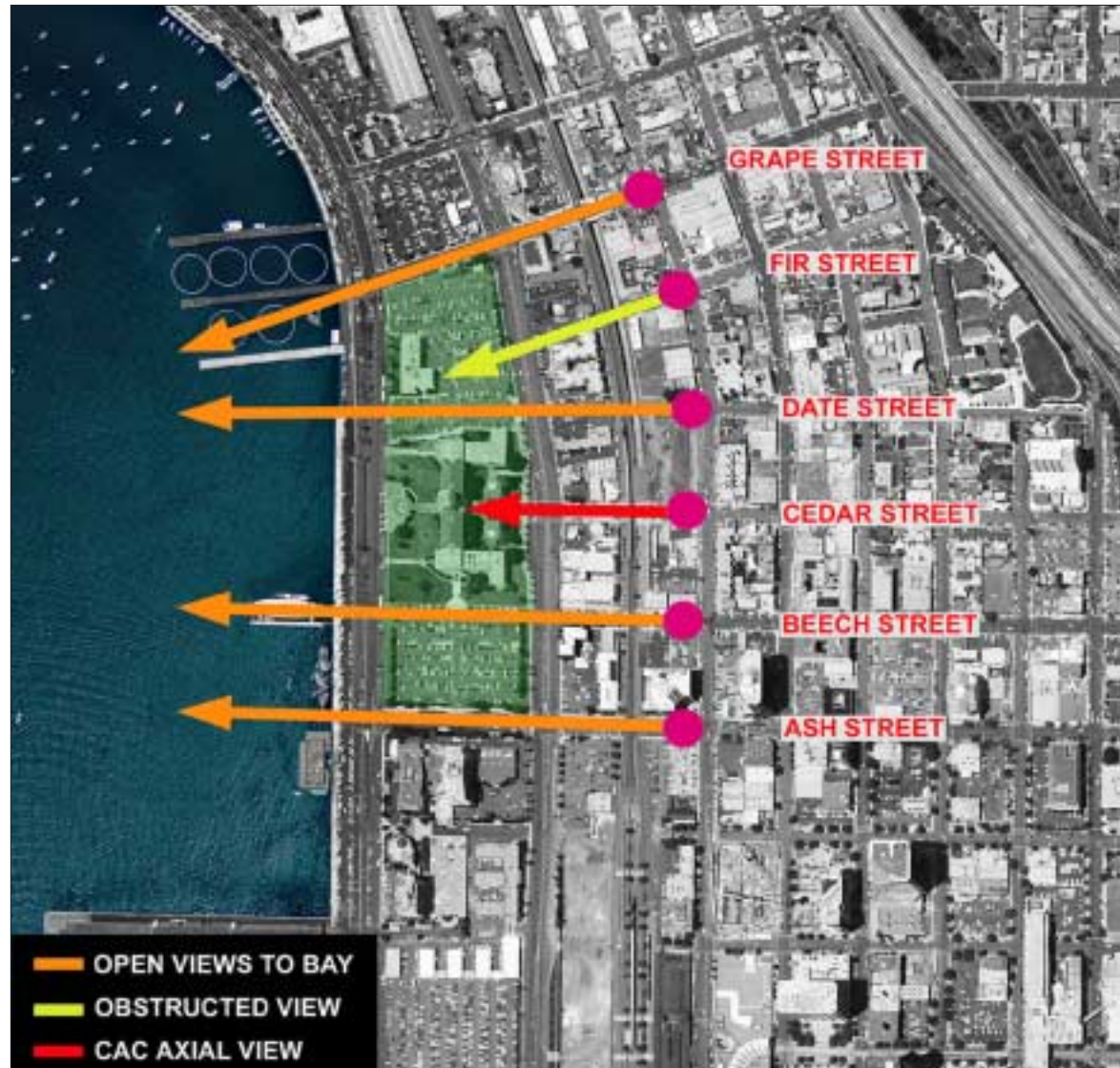
Analysis

View Corridors

The CAC site is located on fill at the base of a hill rising up to the east. This significant grade change, described in the sections below, yields spectacular views out over the Bay from the street corridors. The preservation of existing view corridors, as well as the new view corridor created by the removal of the Askew Building is an important element of the plan. The Cedar Street view corridor terminating at the ceremonial front facade of the CAC building is particularly important.



15. East West Sections



16. View Corridors



17. Existing Views West from East/ West Streets

Process

Park Program Zones

Early Public Input

Three Schemes

Design Selection

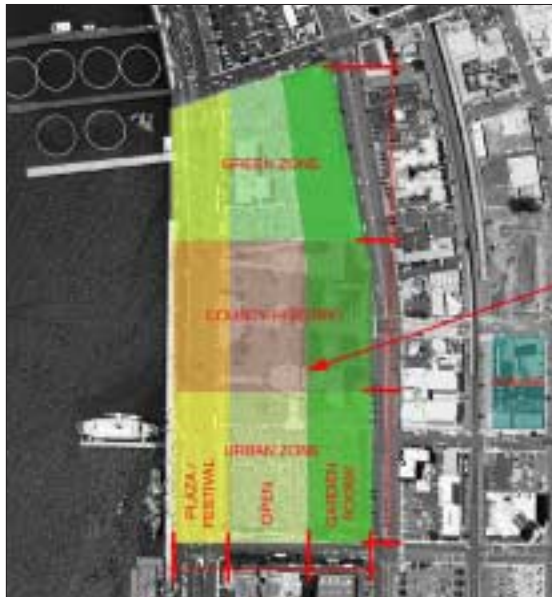
Final Scheme

Process

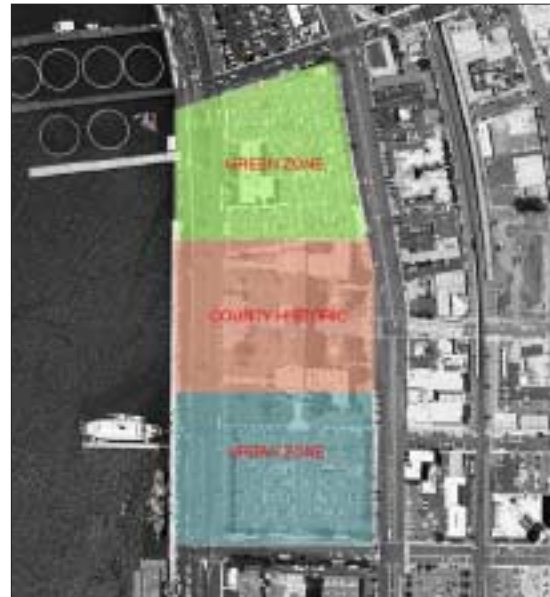
Park Program Zones

As a first step in programming the park, three program layout alternatives were developed.

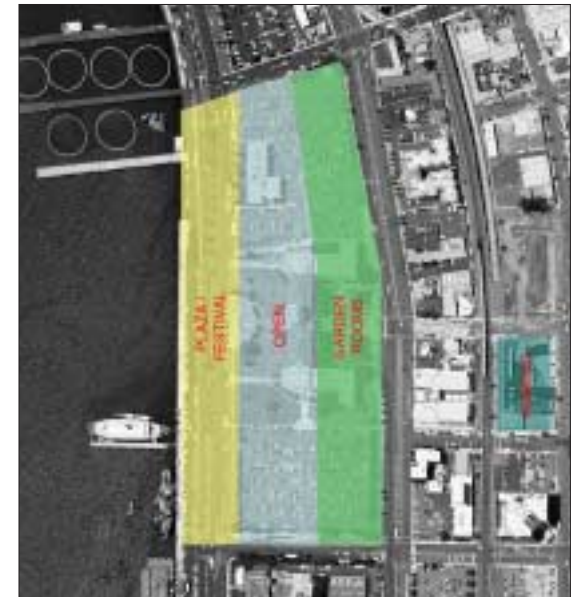
Diagram 18 shows a program strategy combining north/south and east/west banding across the site, determined by adjacencies. Diagram 19 illustrates a dominant north/south program layering: a soft green park zone to the north, a historic garden zone in the center of the site, and a more heavily programmed urban zone on the south downtown edge of the park. Diagram 20 illustrates an east/west program layering: garden rooms on the east edge buffer Pacific Highway and provide intimate spaces adjacent to neighborhoods, an open green in the center of the park serves as a multi-use activity platform, and a plaza zone extending to the waterfront.



18. Composite Program Zoning



19. North/South Program Zoning



20. East/West Program Zoning

Early Public Input

Extensive community and inter jurisdictional input was sought during the master planning process from groups and entities such as the Centre City Development Corporation, Little Italy Association, the Port District, City of San Diego, the Downtown San Diego Partnership, Maritime Museum, and Citizens Coordinate for Century 3. Three community workshops were held during the master planning process. Crucial input included the following:

- The Park should drive the parking structure design, and views of parked cars should be minimized
- Parking on the County lots should be reduced or eliminated, or relocated to an alternative site, where possible
- The design should integrate the concept of a tranquil and contemplative Park envisioned by the Ruocco Fund with more active Park spaces, making the park a destination point and attracting repeat visitors
- View corridors should be respected and preserved
- Opportunity for many uses such as: arts and crafts fairs, farmer's markets, etc. should be provided
- The Waterfront Park should serve three constituencies; downtown San Diego residents, regional residents, and visitors
- The heritage of the CAC should be incorporated in the park design

Three Schemes

General public input, further analysis, and specific feedback relating to the program zoning diagrams informed the development of the three more sophisticated program/model overlay diagrams below.

Scheme 1

Garden Rooms east of the CAC building extend between Fir and Beech Streets. A Civic Park / Green provides an open multi-use activity space at the CAC's front door. A Civic Park / Grove anchors the north end of the site, enclosing the Civic Plaza and buffering chaotic Grape Street and Pacific Highway. A crescent-shaped Grape Street Pier draws activities into the heart of the park and extends park activities onto to the bay. Urban Gardens and a parking structure anchor the south end of site.



21. Scheme 1

Scheme 2

Garden Rooms define the north and south edges of the park's historic core. The Historic Core landscape is restored and contained within garden rooms, strengthening the CAC building's presence. A Civic Park / Green to the north provides a large multi-use field for daily use and events and festivals. The linear Grape Street Pier extends the north edge of the park into the bay. Urban Gardens anchor the south end of the site. Water terraces extend between and Date and Beech Streets, projecting the historic core of the park out into the bay, while providing seating and opportunities to interact with the water.



22. Scheme 2

Scheme 3

The Civic Park / Green provides an open multi-use activity platform for events / festivals and everyday use. The scale of the Civic Green and orientation parallel to the bay and the west facade of the CAC building highlights the historic structure and maximizes viewing opportunities of the building, and from the building out over the landscape and bay. Garden Rooms on the east edge of the site define more intimate spaces for a variety of contemplative and passive activities and are buffered from Pacific Highway by vegetation. Harbor Drive is transformed into a broad plaza that links the park to the waterfront. Water terraces running the length of the site provide bay-oriented seating and access to the water.



23. Scheme 3

Process

Design Selection

With three strong and unique design schemes in hand, the process once again turned to advisory groups and citizens of San Diego County to offer further input that helped select a preferred scheme to pursue in greater detail. After Scheme 3 was chosen as the resounding favorite, the Design Team integrated desirable elements from the other schemes into the preferred scheme to create a strong design that would satisfy the needs of the greatest number of interested people. This composite was then further refined, incorporating another wave of public input, into the final scheme. The following key public input was offered at the October 2001, Public Workshop:

-en rooms. The layout of the Civic Green distinguishes the CAC Building.

- The Civic Plaza of Scheme 1 affords good opportunities for gatherings.

- Grape Street Pier should be crescent-shaped as a reference to the crescent arc of the Bay's edge

and to be consistent with the North Embarcadero Visionary Plan.

- The Waterfront in front of the CAC Building should be as open and clear as possible.

- A linear fountain bordering the Civic Green is preferred.

- Terracing up of land on the east side of the site would enhance views out over the Civic Green and the Bay.

- The Garden Rooms should be designed and programmed to provide a diversity of spaces and uses.

- Significant historic vegetation should be preserved.

The final scheme was derived from an improved and refined Scheme 3 (model right). Notable improve-

Final Scheme

ments from the previous Scheme 3 include:

- A redesigned Grape Street Pier, reflecting the North Embarcadero Alliance Visionary Plan, activates the waterfront and increases opportunities for interaction with the water.

- The entire north-south Garden Room zone was raised 2-3 feet to enhance views to the Bay and subtly separate the Garden Rooms from Pacific Highway. This grade change continues along a terrace at the front of the CAC Building. Basic spatial and programmatic attributes of the Garden Rooms, were further developed with a thematic organization.

- The central north-south axis separating the Garden Rooms with the Civic Green was developed further in conjunction with the fountain. Structured terraces step down from a shaded Upper Promenade to the Fountain and Civic Green below.



24. Scheme 1

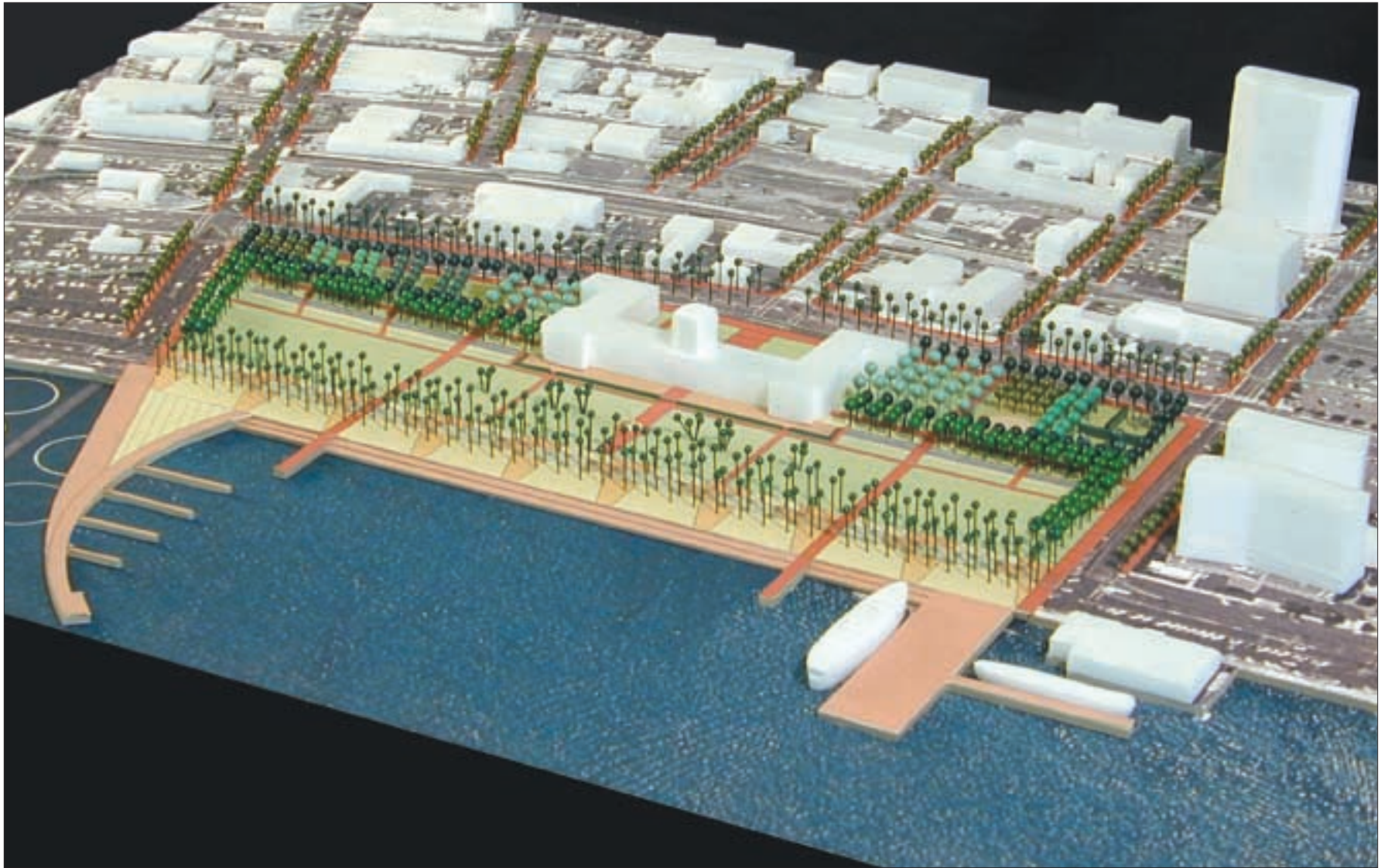


25. Scheme 2



26. Scheme 3

CAC Waterfront Park



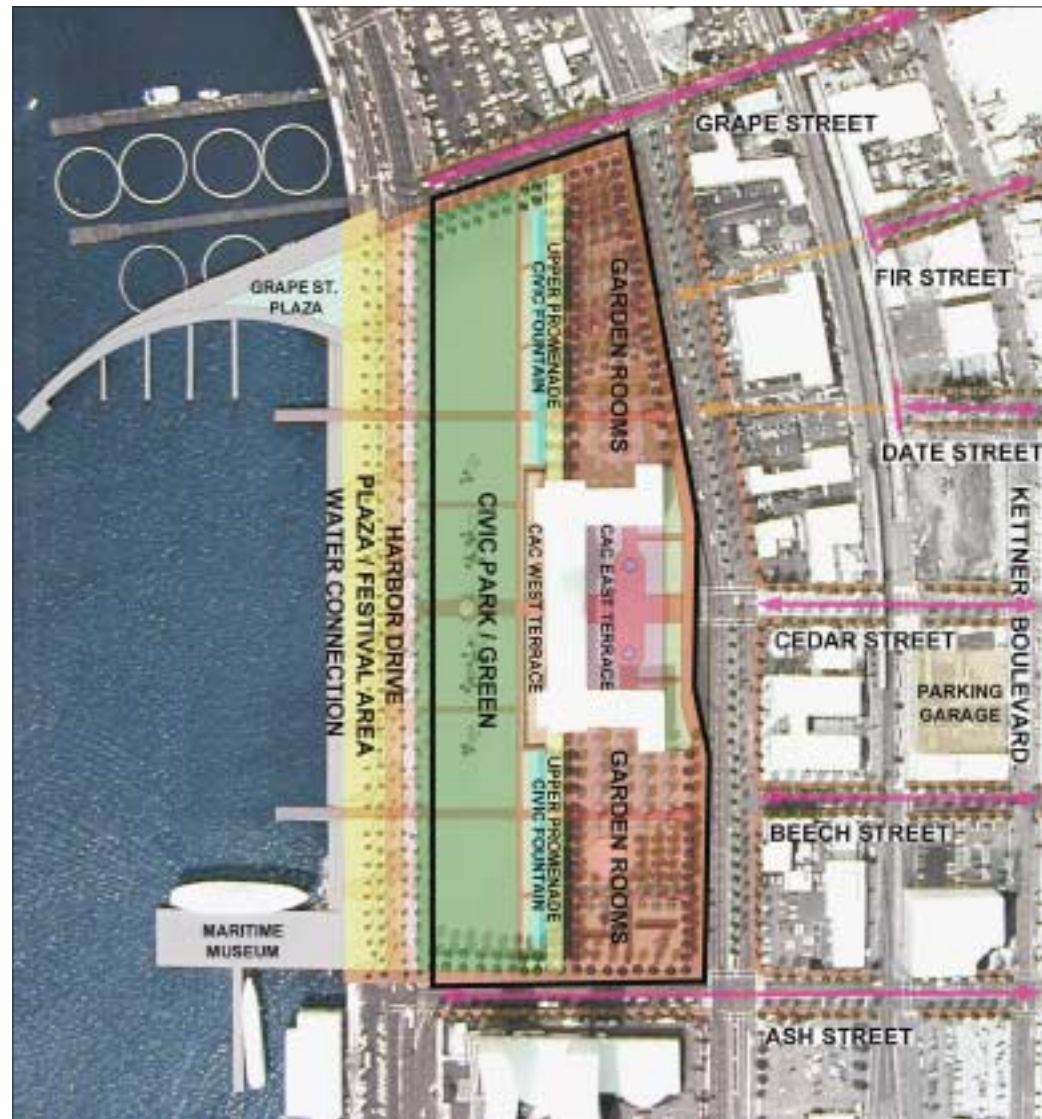
27. Final Scheme - Model Photo

Process

Final Scheme - Program

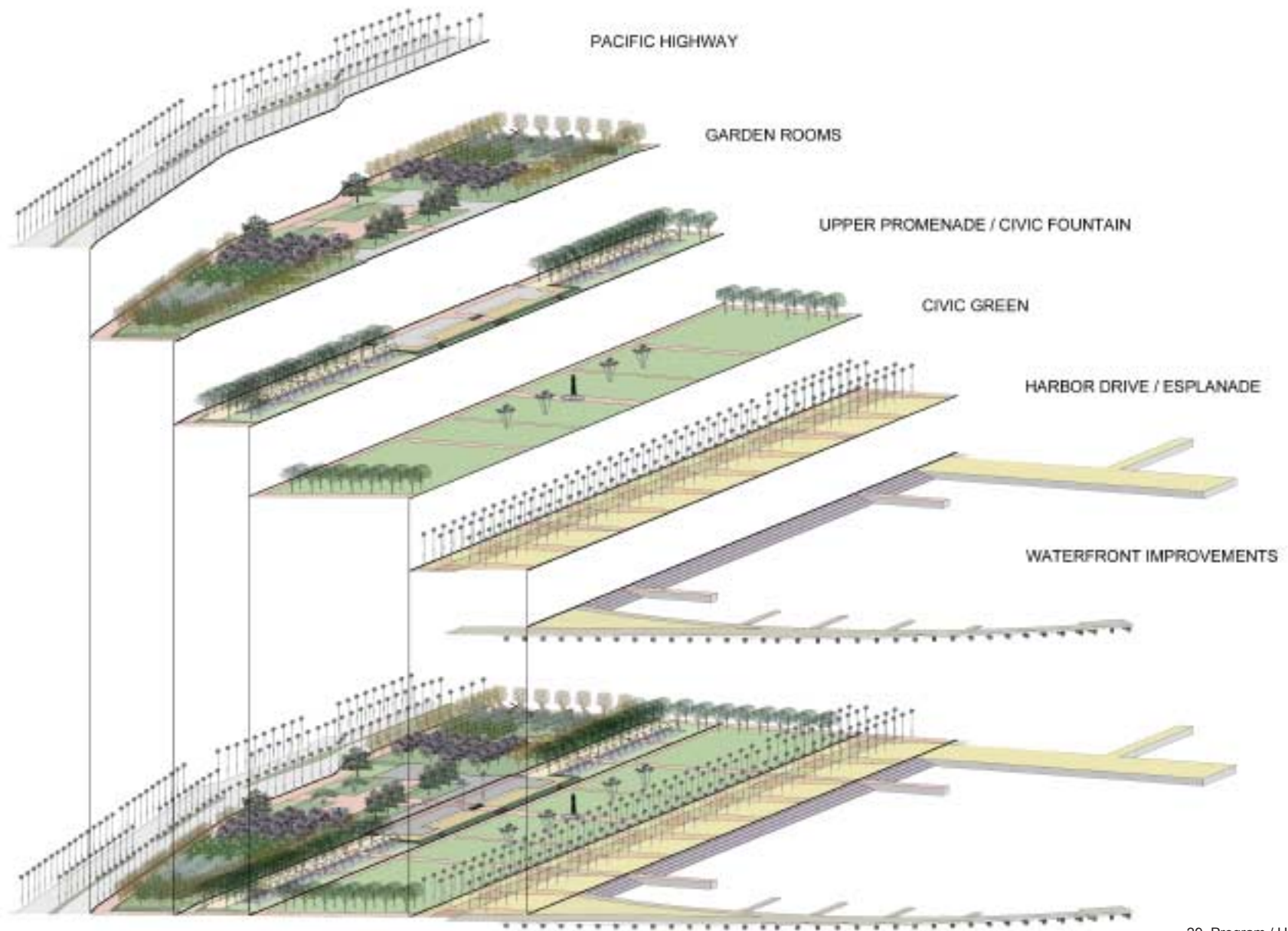
The final program diagram and the exploded program block axonometric (28-29) show the east/west layering of park spaces and use. The CAC site is outlined in black on the program diagram.

- The Garden Rooms, along the west edge of Pacific Highway, are a series of discrete, thematically vegetated spaces shielded from the chaos of Pacific Highway by grade change and plantings.
- The Upper Promenade and Civic Fountain serve as the spine of the Park, straddling the highly public Civic Green and intimate Garden Rooms, while offering wonderful views. This spine is well suited to passive activities and contemplation.
- The Civic Park / Green is a large flexible activity “platform” able to accommodate events and festivals as well as day-to-day park use. Its orientation along the waterfront and strong connections to the esplanade allow it to become an extension of the larger waterfront zone.
- Harbor Drive is transformed into low-speed, low-traffic-volume, plaza linking the Civic Green to the Bayfront Esplanade and Waterfront. This zone becomes an occasional venue for public festivals and events requiring a large hard surface, and a daily venue for all types of waterfront recreation.
- The crescent-shaped programmable Grape Street Pier, the Maritime Museum, and water terraces running the length of the site, extend park activities onto the Bay while encouraging waterfront activities to be drawn into the park.



28. Final Scheme - Model Photograph / Program Diagram

CAC Waterfront Park



29. Program / Use Blocks

Site and Off-Site Investigations

CAC Ground Floor

Service

Parking

Neighborhood Connections

Cedar / Kettner Structure

Site and Off Site Issues

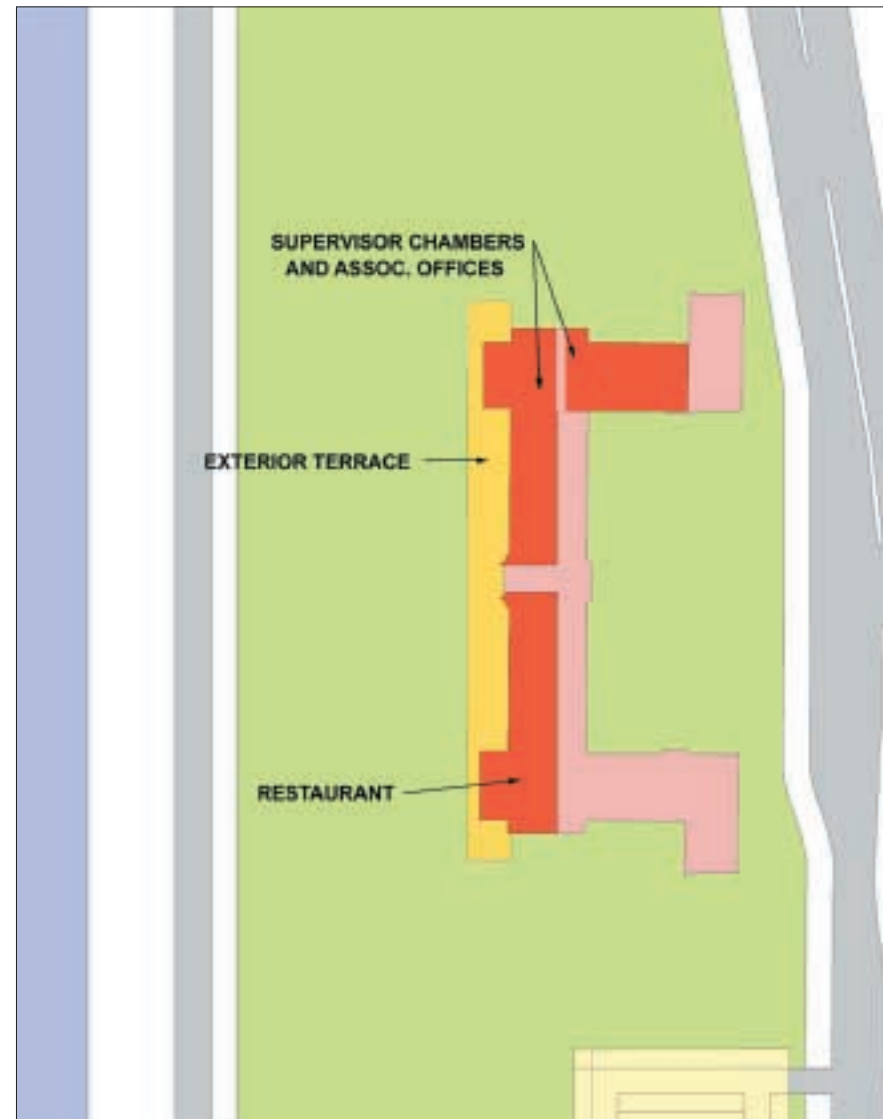
CAC Ground Floor

In conjunction with the transformation of the outdoor spaces of the CAC site, several proposed modifications within the CAC building itself will enhance its public functions. The relocation of the most intensively used public functions currently within the CAC building onto the ground floor breathes new life into this historic civic space. The proposal includes the relocation and renovation of approximately 20,000 sq. ft. of Supervisors Chambers and associated support offices onto the 63,000 sq. ft. ground floor.

A new restaurant anchoring the southwest corner of the ground floor will further activate the ground floor. It's unique waterfront location within a beautiful historic building surrounded by park space will attract patrons from the surrounding park, the adjacent Maritime Museum, the Bayfront Esplanade, adjacent neighborhoods, and the city at large.

The interior program will spill outdoors onto the proposed 17,000 sq. ft. West Terrace. This terrace, slightly elevated above the grade of the surrounding landscape, will offer spectacular views out over the Bay, the Bayfront Esplanade, the Civic Green, and Civic Fountain.

A broad range of other ground floor program possibilities could include interpretive displays of San Diego County history, regional natural history, or general San Diego information.



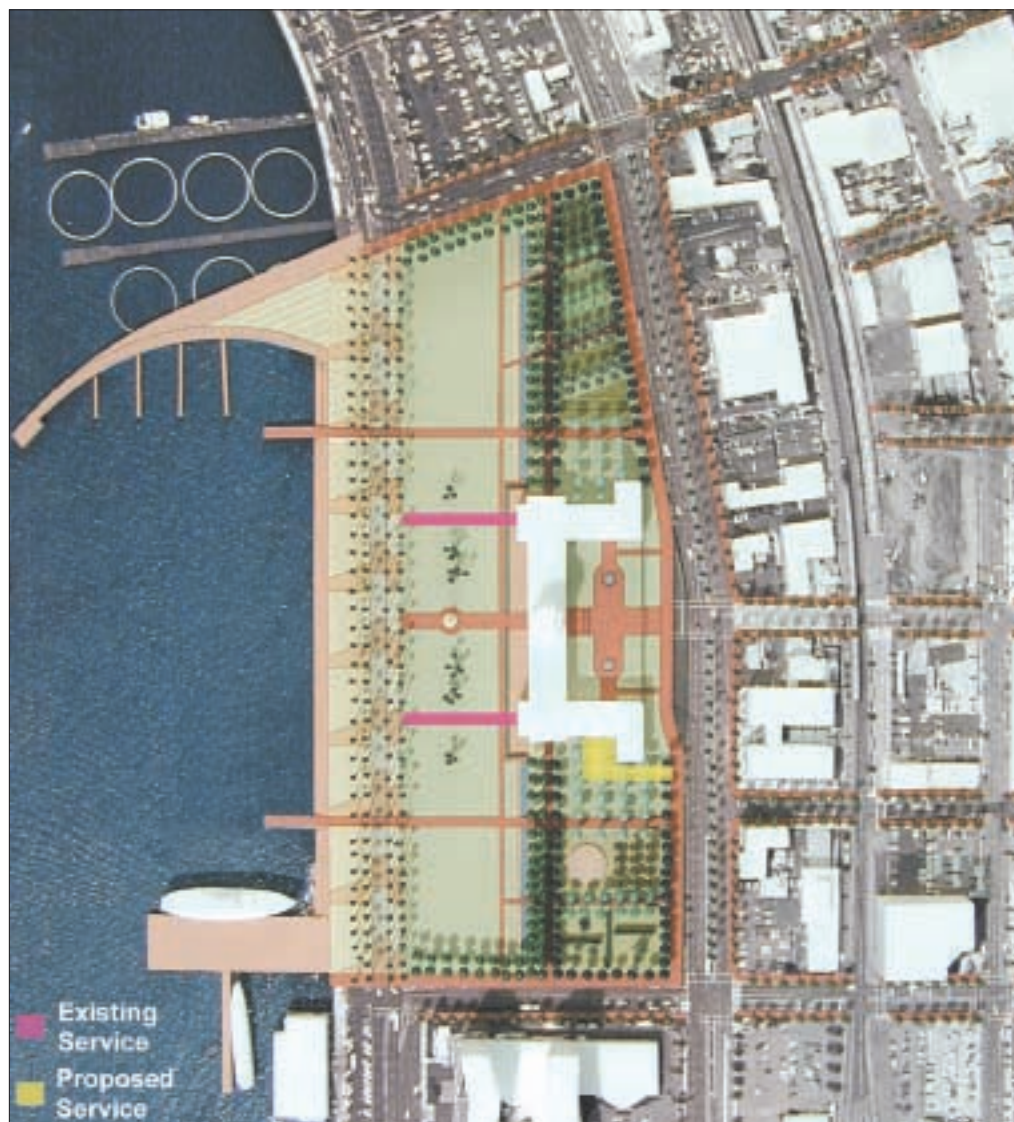
30. CAC Ground Floor

CAC Waterfront Park

Service

Existing service drives slice across the historic core of the landscape west of the CAC building. The west façade of the building was originally conceived as the back, or service side of the building. The activation of the waterfront and parkland west of the CAC building detailed in the CAC Waterfront Park and North Embarcadero Projects will create a second front façade.

The Master Plan envisions a large Civic Green to the west of the CAC building. The photograph below illustrates the impact of the north service drive on this otherwise contiguous open space. Service Drives and delivery platforms should be relocated to the south of the CAC building with the entrance off of Pacific Highway, consistent with the NEA Visionary Plan's proposed role of Harbor Drive as a pedestrian-oriented local access road. Service and storage facilities will be set within an open grove of trees and enclosed within an attractive garden wall. Service delivery at-grade onto the ground floor, as opposed to the basement, will eliminate the need for a trenched access road across the site.



31. Existing and Proposed Service Diagram



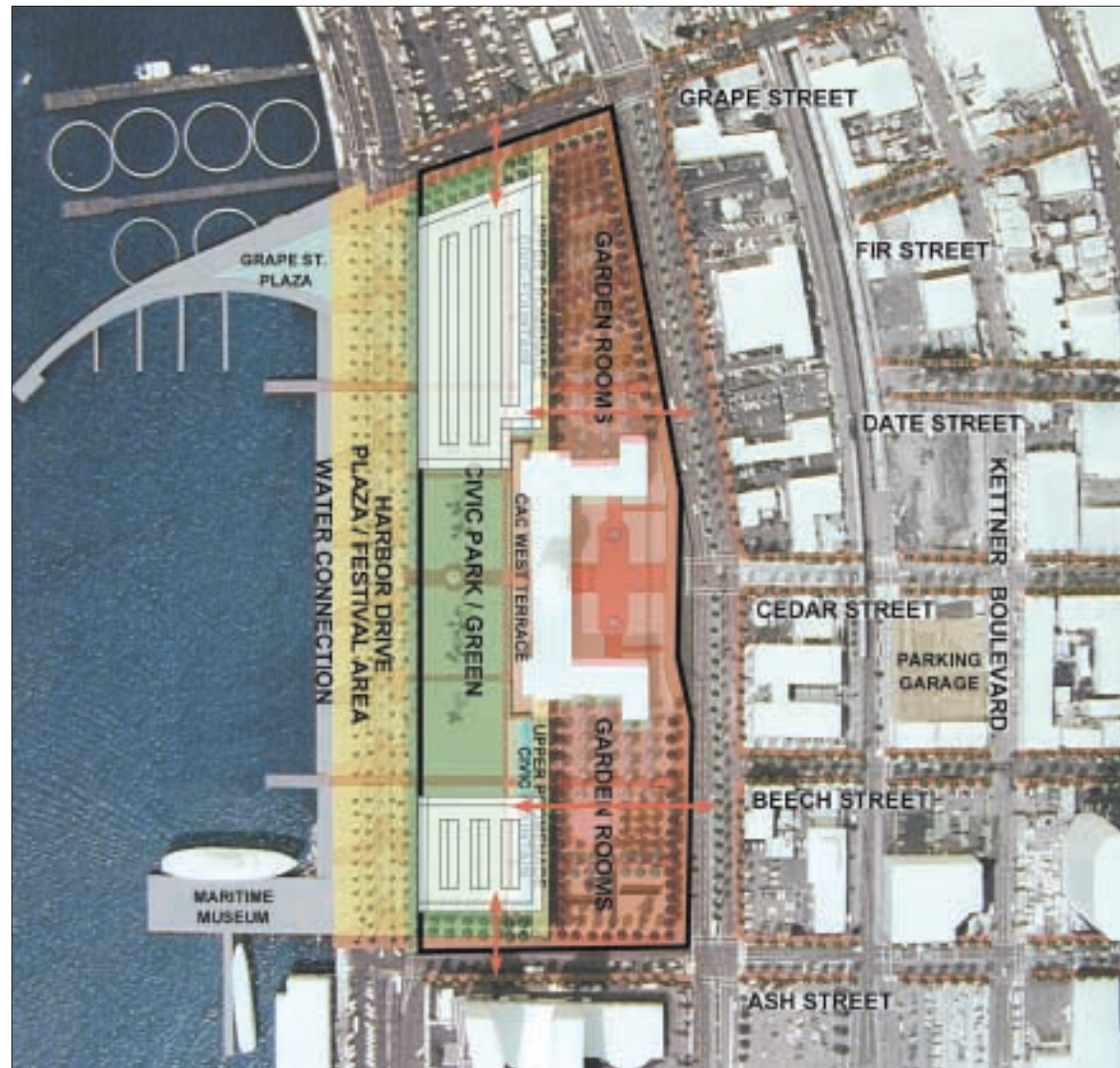
32. Existing Service Drive and Storage

Site and Off Site Issues

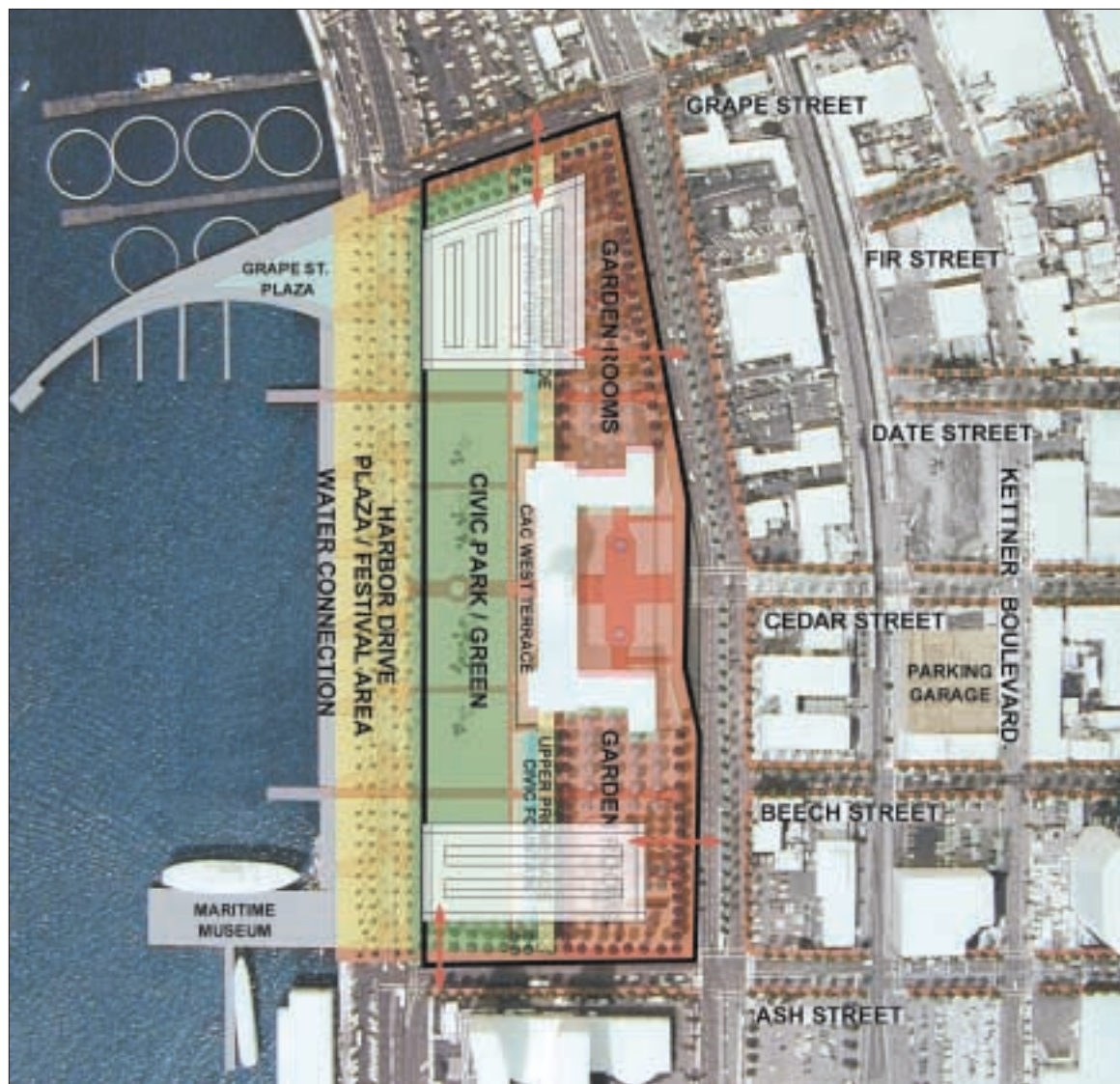
On-Site Parking

Two below-grade parking alternatives have been developed to accommodate 500 cars that currently occupy the north and south surface parking lots. The other 500 cars currently accommodated on-site will be relocated to the off-site Cedar / Kettner parking structure. On-site parking, with the exception of service and disabled parking, will be contained within the below-grade parking structures. These structures minimize negative impacts upon the character of the park and maximize the area of park open space. A fundamental goal of this master plan from the outset has been to “transform parking spaces into park space”. The sections on pages 36 and 37 illustrate this transformation. County supervisors, community leaders, and neighbors have led the initiative to reclaim this land for a large public park, diverging from the development concept proposed in the North Embarcadero Alliance Visionary Plan.

Issues such as the relationship of the below-grade parking structures to the water table, and the locations of requisite perforations through the ground plane to accommodate parking structure ventilation and circulation to the park surface, will be evaluated in subsequent schematic design and design development phases.



33. Below-grade Parking - Alternative One



34. Below-grade Parking - Alternative Two

Parking Alternative 1

This alternative restricts parking structures to areas beneath the Civic Green and Fountain. The benefit of this location is that significant plantings along the site perimeter and within the Upper Promenade and Garden Rooms would not have to be planted in shallow soils on top of the parking structures. This option does not significantly impact the historic core of the CAC site. The construction of the north parking structure would require the relocation of a large storm water drainage easement (see Opportunities - Constraints Diagram pg. 19).

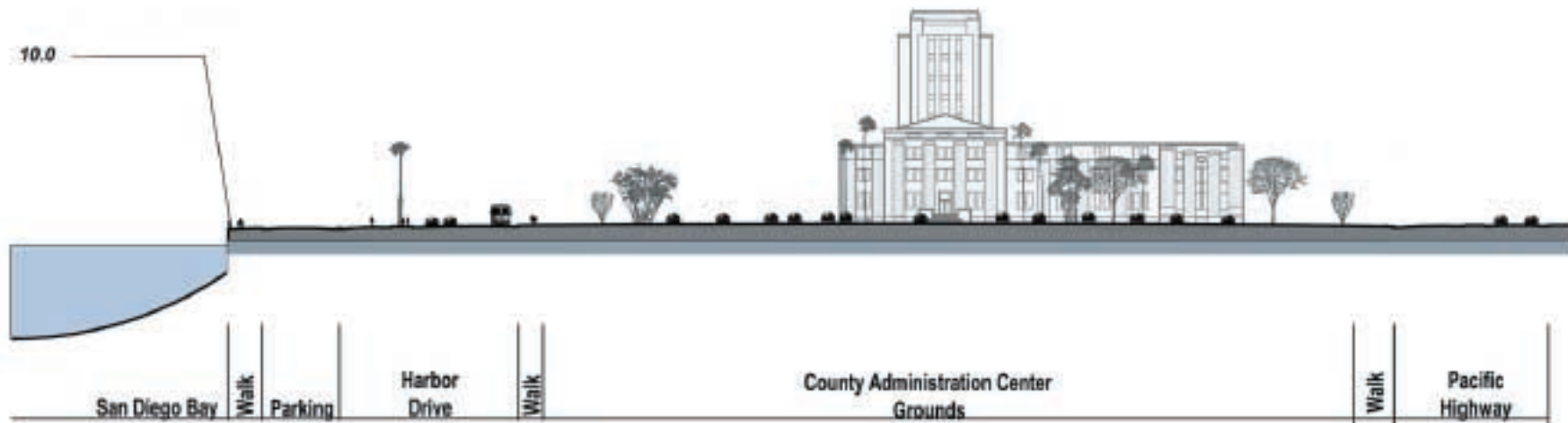
North Structure - 350 cars. South Structure - 150 cars. Red arrows illustrate approximate access locations.

Parking Alternative 2

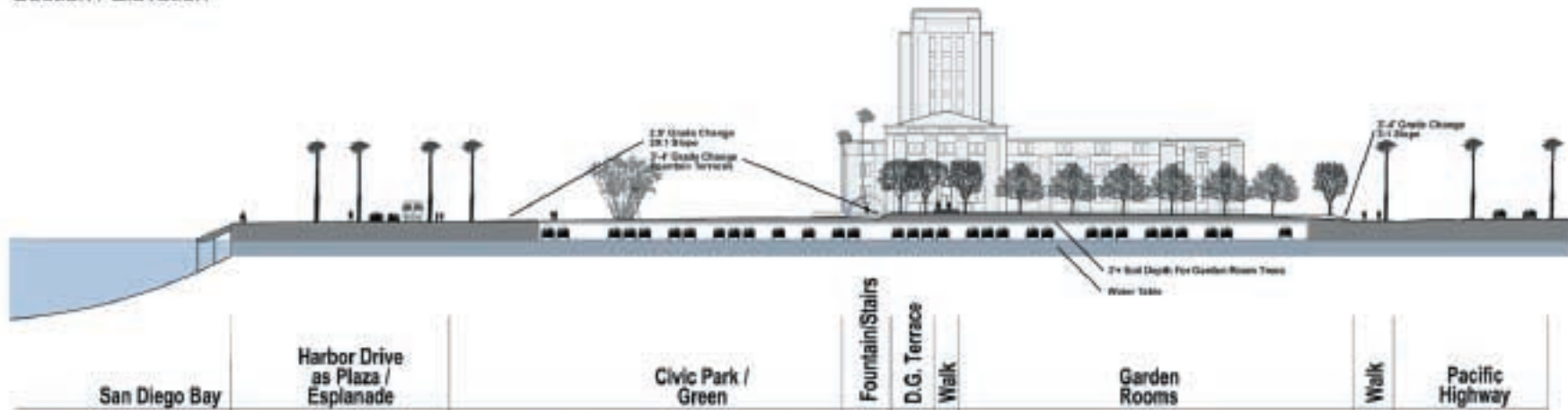
The parking structures in alternative 2 fit within the spaces defined by perimeter plantings and the major east/west utility easements (requiring no major utility relocation). As with alternative 1, there would be no significant impact upon the historic core of the site and no access off of Harbor Drive. A significant number of trees would have to be planted in 3-4 ft. of soil above the south parking structure, as it extends underneath the Upper Promenade and the Garden Rooms. Tree plantings on structure would likely require additional reinforcement of the parking structure to support the additional weight of mature trees and soil.

North Structure - 250 cars. South Structure - 250 cars. Red arrows illustrate approximate access locations.

Site and Off Site Issues



COUNTY ADMINISTRATION CENTER - Looking North *Existing*
Section / Elevation



COUNTY ADMINISTRATION CENTER - Looking North *Proposed*
Section / Elevation

35. Sections Looking North - Existing and Proposed



COUNTY ADMINISTRATION CENTER - Looking East *Existing*

Section / Elevation



COUNTY ADMINISTRATION CENTER - Looking East *Proposed*

Section / Elevation

36. Section Looking East - Existing and Proposed

Site and Off Site Issues

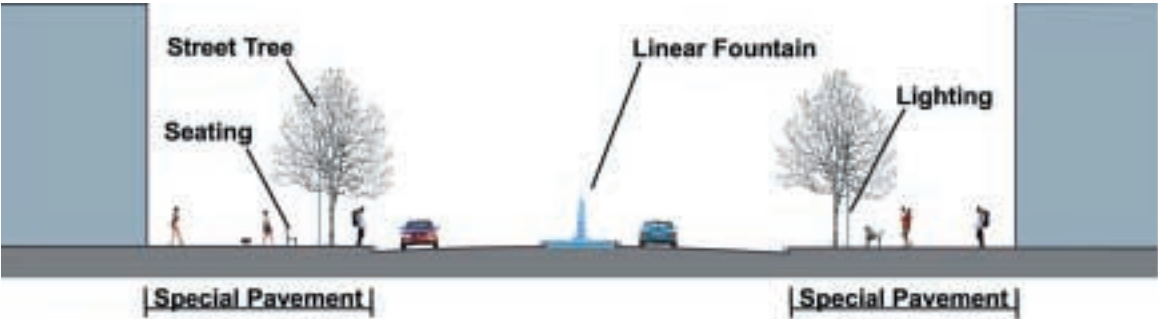
Neighborhood Connections

With the transformation of the CAC site into a large waterfront park, a strong desire has arisen among residents and commercial interests in adjacent neighborhoods to enhance connections between these neighborhoods and the new park. Although these connections are not included within the scope of this project, the Master Plan proposes that street tree plantings, special sidewalk paving, seating, and lighting extend from the park up the street corridors into adjacent neighborhoods.

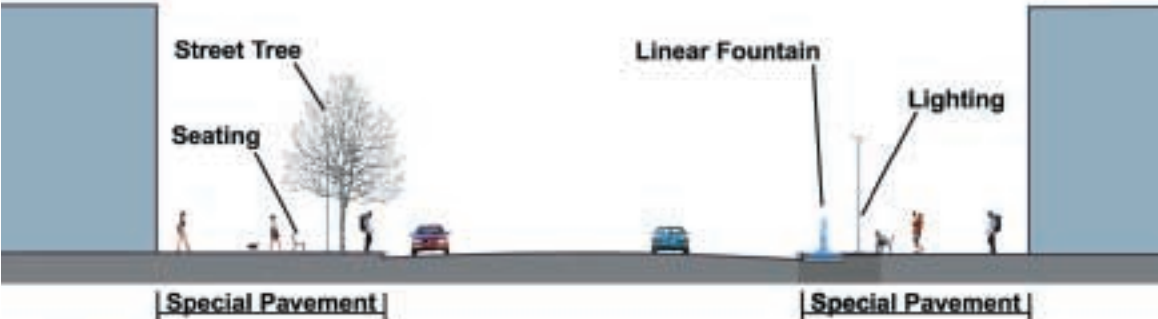
Early planners envisioned Cedar Street, the central east/west corridor, as a broad boulevard linking a complex of civic buildings to Balboa Park. As it turned out, the CAC building was the only civic building built and Cedar Street's potential has not been capitalized upon. The east facade and courtyard of the CAC building provide a dramatic terminus and backdrop for future improvements. The Cedar Street sections (right) show two transformation possibilities. The first alternative shows symmetrical street trees with a central series of fountains, rhythmically placed to give the impression of water cascading down the hillside toward the CAC building and the Bay beyond. The second alternative places street trees and fountains on opposite sides of the street. In both alternatives, special paving, seating, and lighting would make Cedar Street a space to occupy, not merely to pass through.

The Master Plan also examines ways in which the divisive effect of the rail line between Little Italy and the CAC Park could be diminished. The section to the right diagrammatically shows how a pedestrian overpass might extend horizontally from the existing grade on the east side of the tracks and ramp down to the lower grade on the west side.

CAC Waterfront Park

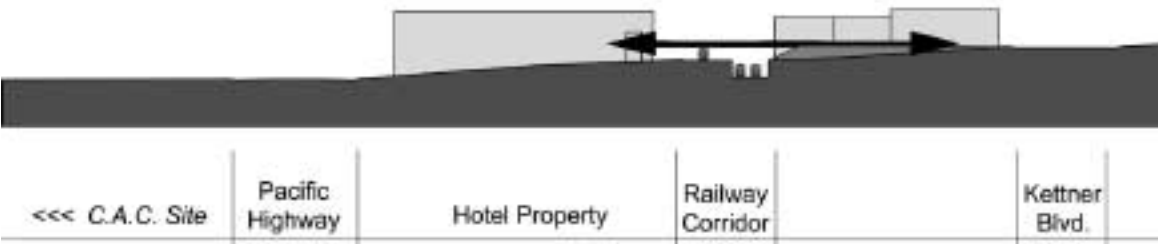


Cedar Street - Section A



Cedar Street - Section B

37. Proposed Cedar Street Sections, Looking East



38. Fir Street Pedestrian Crossing Opportunity, Section Looking North

Cedar / Kettner Structure

The CAC Waterfront Park will transform the north and south parking lots into park space. In conjunction with this effort, 1000 parking spaces will be removed from the surface of the CAC site: 500 spaces will remain on-site in below-grade parking structures, another 500 spaces will be relocated to the new Cedar/Kettner development shown in the axonometric and section at left. In addition to the 500 county parking spaces, the Cedar/Kettner development includes 60,000 sq. ft. of office space with 120 dedicated parking spaces, and a 15,000 sq. ft. retail component with 45 dedicated parking spaces.

The structure is wrapped on its Cedar and Kettner sides by a 25' high retail space. The stepped profile of retail and office spaces minimizes street shading and helps the building fit within the neighborhood scale of adjacent buildings. Parking is contained within the heart of the building and placed below grade.

Program Total - 75,000 sq. ft:

Office - 60,000 sq. ft.

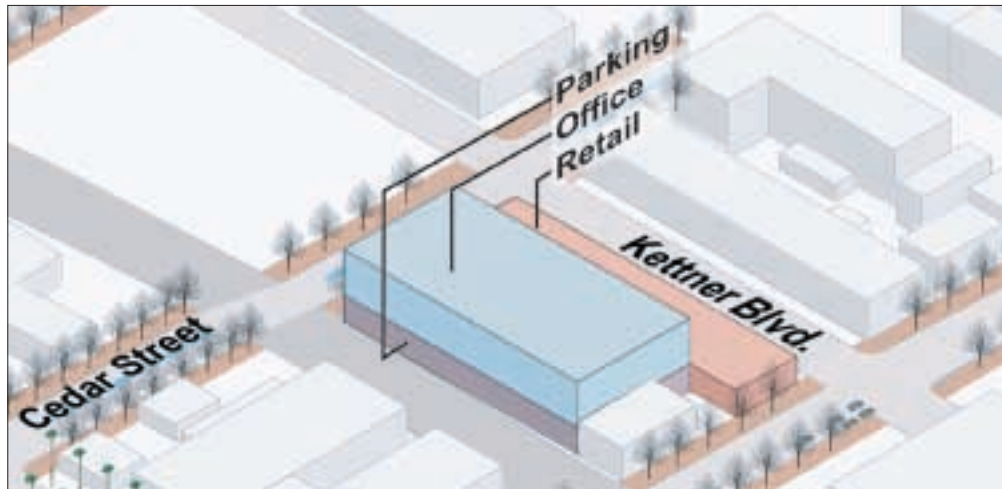
Retail - 15,000 sq. ft.

Parking Total - 625 Spaces:

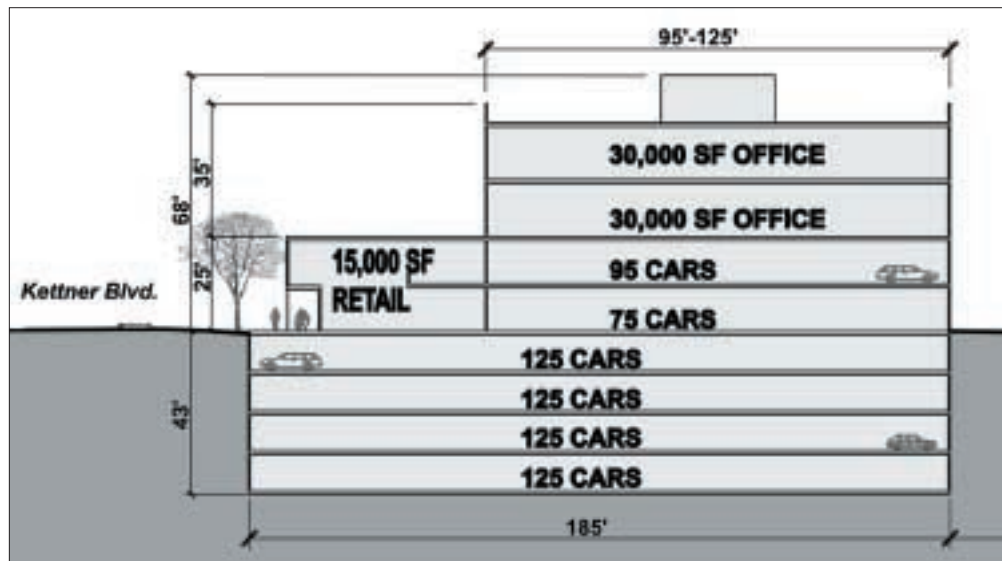
County - 500 spaces

Office - 120 spaces, (2 per 1000 sq. ft.)

Retail - 45 spaces, (3 per 1000 sq. ft.)



39. Cedar/Kettner Structure - Proposed Massing and Program



40. Cedar/Kettner Structure (Section, Looking South)

Components of the Plan

Design Structure

Overall Plan

Garden Rooms North

Garden Rooms South

Fountain / Upper Promenade

Civic Park / Green

Esplanade / Civic Plaza / Water Terraces

Process

Design Structure

The design structure of the CAC Waterfront Park relies primarily on the layering of three diagrammatic structures; the east/west program distribution (detailed on pages 28-29), the vegetation structure, and the circulation network. These layers intersect, overlap and meld together to create a dynamic series of spaces and park conditions conducive to a wide range of park activities.

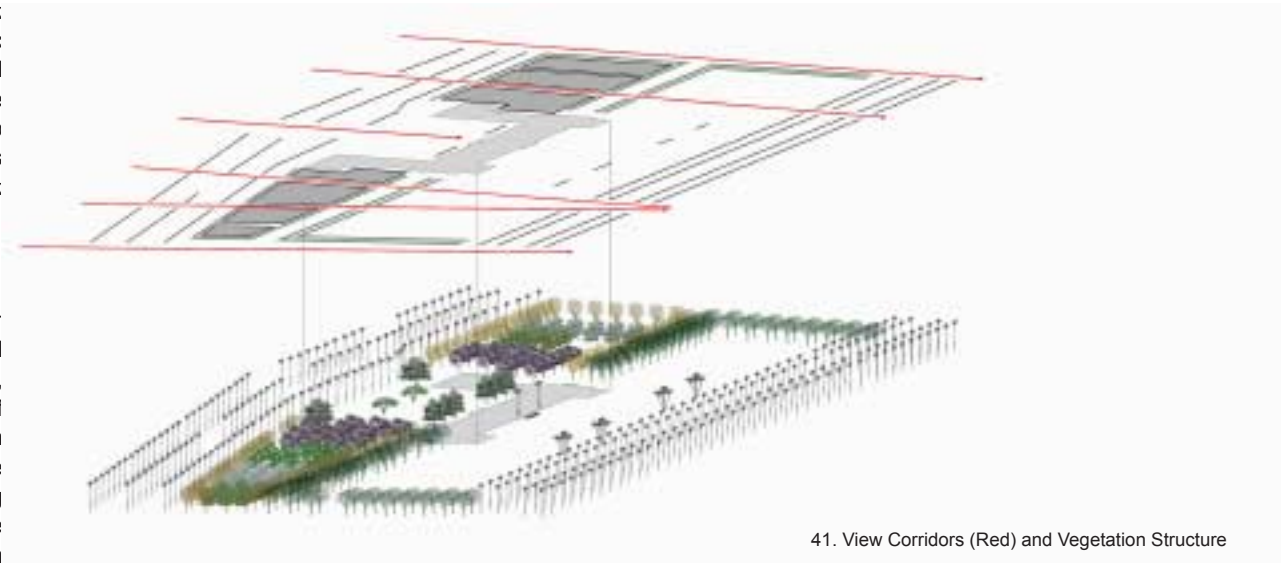
Vegetation Structure

Trees are the park's primary vertical element. Linear tree plantings frame and enclose the Civic Green and Garden Rooms. Groves, tree rows, specimen trees, and thematic gardens define the unique character of each Garden Room, as the historic vegetation within the CAC east courtyard currently defines that unique space. Wider spacing between the tree rows bordering the primary east/west paths helps retain and enhance view corridors through the site (red arrows in diagram 41). The frame of trees defines the Civic Green, shades the Upper Promenade, and serves as a threshold between the Garden Rooms and the Civic Green. Pacific Highway and Harbor Drive have been transformed through the planting of multiple rows of palm trees. The palms give a sense of rhythm and containment of the park space, without blocking views of the park or bay.

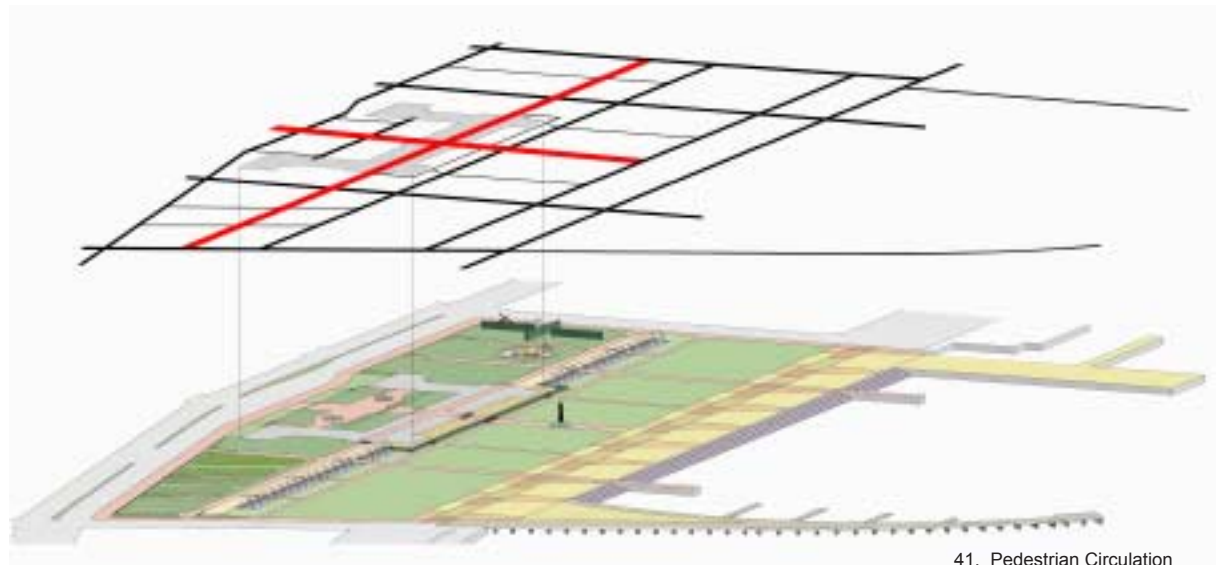
Pedestrian Circulation Network

The pedestrian circulation network is the armature of the park. The park's central north/south and east/west paths are aligned with the entries and corridors of the CAC building. Pathway extensions of the city street grid feed into the Garden Rooms from neighborhoods to the east. Primary east/west paths, aligned with the Date and Beech Street view corridors, traverse the park and extend into the bay, creating a strong connection between the park and its waterfront.

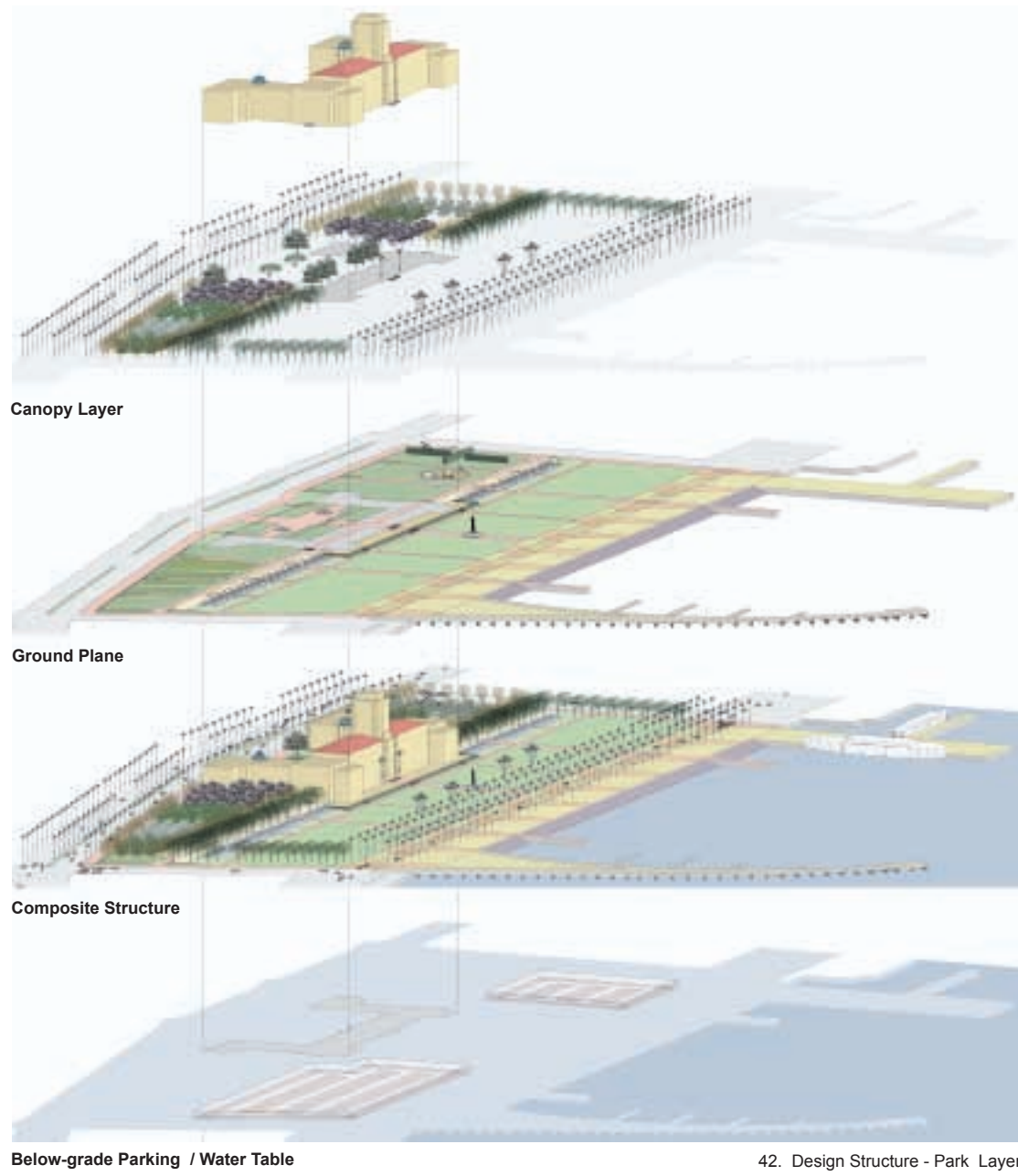
CAC Waterfront Park



41. View Corridors (Red) and Vegetation Structure



41. Pedestrian Circulation



42. Design Structure - Park Layers

Components of the Plan

Overall Plan

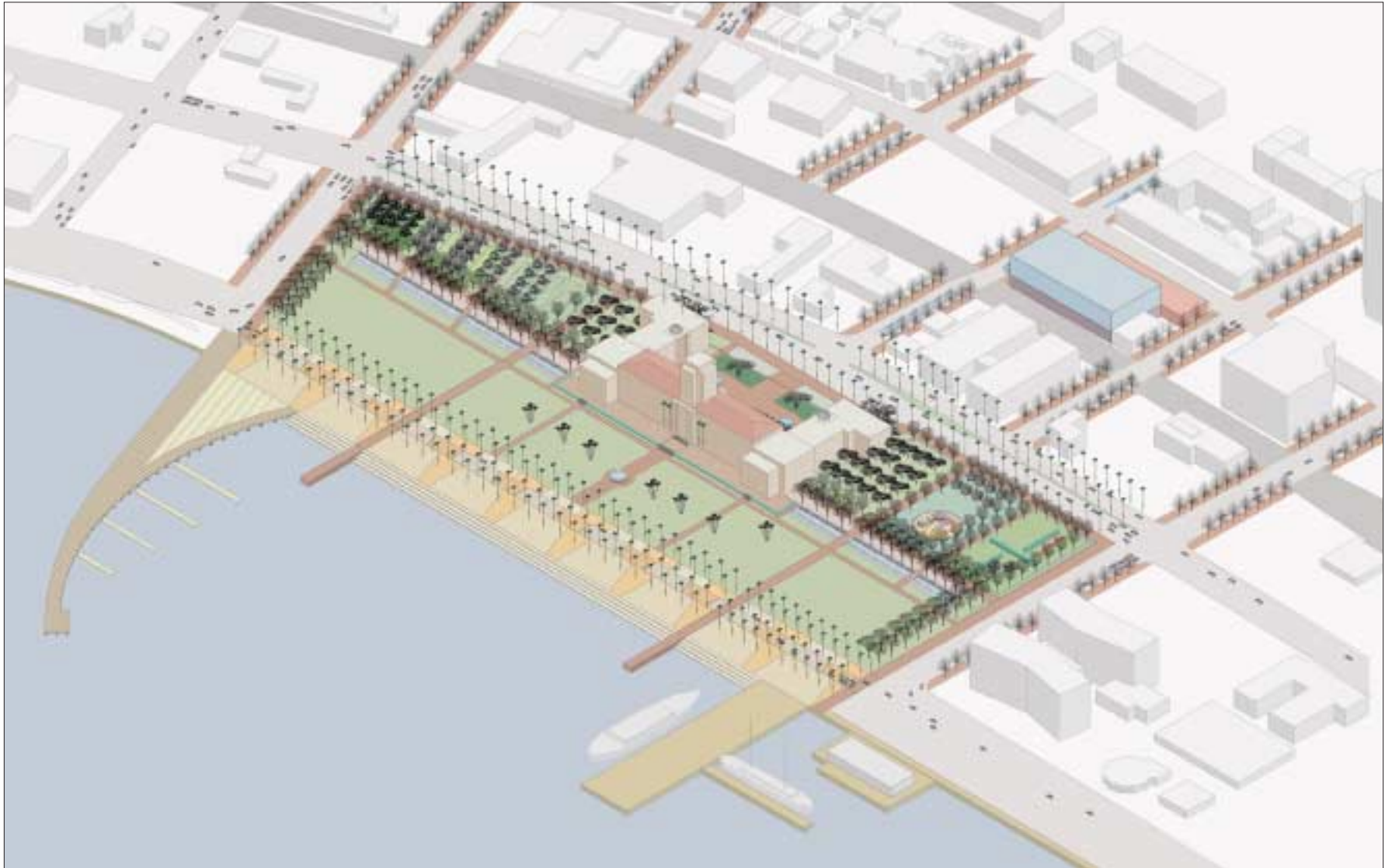
Responding to the demands of the evolving North Embarcadero District, this Master Plan proposes a Waterfront Park designed to meet current specific needs, while remaining flexible enough to satisfy unanticipated future demands.

The design specifies a wide diversity of spaces and programmed uses: active and passive, sunny and shaded, exposed and sheltered, ambulatory and sedentary, garden, grove, lawn, plaza etc.... Collectively these spaces create a comprehensive and cohesive Waterfront Park, well integrated with its neighborhood and historical context.

The following chapter describes each of the major park spaces in more detail. Perspective sketches, giving an eye-level impression of the character of these spaces, supplement the details taken from the overall axonometric drawing to the right.



43. Overall Site Axonometric



44. Overall Site Axonometric

Components of the Plan

Garden Rooms North

Garden Rooms extend north and south from the CAC building. They are contained between a central path, emanating from the north and south entrances of the CAC building, and Pacific Highway. They are predominately green, with an emphasis on planting, and offer a feeling of enclosure and intimacy, in contrast to the vast open Civic Green. A 2.5-3' grade change and vegetation screening adds to a perception of separation from the road traffic and noise of Pacific Highway. Ample fixed seating, tables, chairs, and lighting help create intimate and occupiable spaces. Garden Rooms could be venues for organized activities such as weddings, holiday celebrations, music events, performance, botanical tours, and various passive activities.

The North Garden Rooms emphasize botanical collections and display gardens; native plants, Mediterranean plant materials, grasses, and groves.

Room 1 - Dense grove of trees and shrubs screen the busy intersection of Grape Street and Pacific Highway while providing a shaded place of respite.

Room 2 - Tree rows are inter-planted with native and water conscious plant display gardens.

Room 3 - Diverse grasses and low hedge plantings create a highly textured mosaic on the ground plane in spaces defined by tree rows.

Room 4 - This Diversity Garden represents the wide range of exotic plants well adapted to San Diego's unique climate. A widely-spaced grove lightly shades the gardens below.



45. Garden Rooms North



46. North Garden Rooms - Looking Northwest

Components of the Plan

Garden Rooms South

The South Garden Rooms are characterized by a combination of plantings and program. Trees, hedges and vines define garden rooms in which program plays a significant function.

Room 4 - This Diversity Garden represents the wide range of exotic plants well adapted to San Diego's unique climate. A widely-spaced grove lightly shades the gardens below.

Room 5 - A children's Play Garden is separated from Pacific Highway by a grove of whimsical trees. Plant materials that children can interact with are selected for textural variation, color, scent and durability. The Children's Play Garden enhances the park's connection to adjacent neighborhoods.

Room 6 - The Sculpture Garden at Pacific Highway and Ash Street creates a cultural link with downtown. Intimate sculpture rooms are defined by hedge and vine "walls". Civic-scale sculpture is placed along streets for external viewing, while smaller pieces are placed within interior spaces.



47. Garden Rooms South



48. South Garden Rooms from Pacific Highway

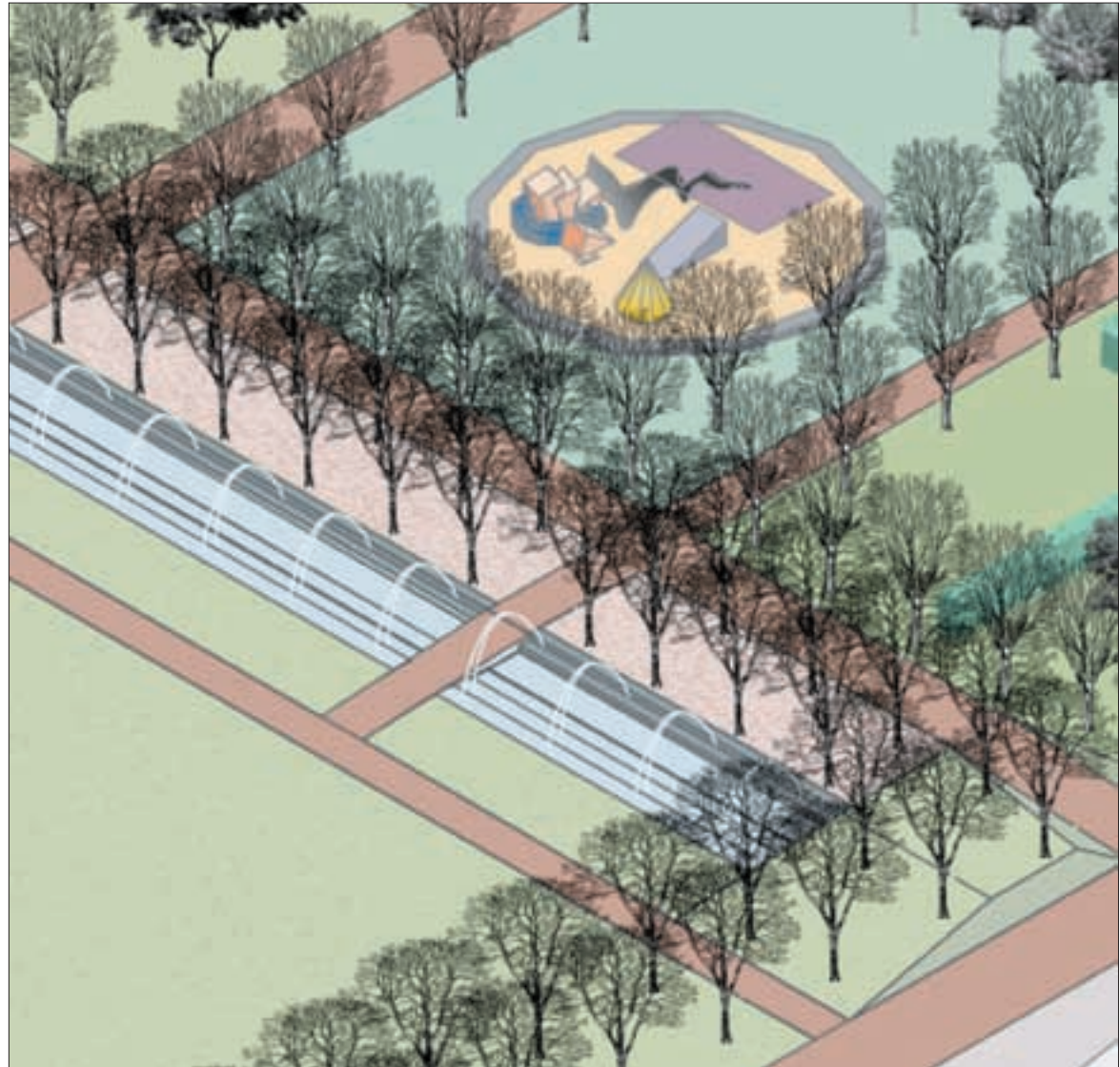
Components of the Plan

Fountain / Upper Promenade

The Upper Promenade and Civic Fountain cumulatively define a spine of passive/contemplative space running the length of the park. This area is well insulated from the noise of Pacific Highway, and the activity of the Civic Green; the Civic Fountain creating a sound wall of white noise to the west, and the Garden Rooms buffering highway noise and visual chaos from the east. The slightly elevated Upper Promenade and Fountain steps offer commanding views of the Civic Green, Esplanade and San Diego Bay.

Fountain steps, capitalizing on the grade change between the Garden Rooms and the Civic Green, serve as integral seating overlooking fountain activities and the broad vistas beyond. Shallow wide steps on the west edge of the fountain serve as a play area for children or adults who want to frolic in the cascading water. The Fountain, extending wing-like from the CAC building, creates a perceptual connection between the Park and the Bay. Jets emerge from the higher ground and cascade toward the Bay. East / west paths ramp down between fountain jets, connecting the higher grade of the Upper Promenade and Garden Rooms to the lower grade of the Civic Green.

Ample back-to-back benches, a double row of trees, and pedestrian-scale lighting define intimate rooms within the larger Upper Promenade. These rooms are well suited to passive activities such as people watching, sitting, or walking. The permeable decomposed granite surface allows intensive use without diminishing growth of trees. The Fountain and Upper Promenade create a threshold between the very public Civic Green and the intimate Garden Rooms.



49. Fountain

CAC Waterfront Park



50. Upper Promenade, Fountain, Civic Green Looking North

Components of the Plan

Civic Park / Green

The Civic Green is a large, open grassy expanse, stretching the entire length of the Park between Grape and Ash Streets and from the CAC Building to Harbor Drive. The Green's openness is its predominant quality and key to its flexibility in satisfying different scales of use. This openness showcases the historic building within a setting of appropriate scale and grandeur. It also provides for unobstructed views from the CAC building and Upper Promenade outward to the Bay, and views of the CAC building from Harbor Drive and the Bayfront Esplanade.

The West Terrace, extends the higher grade of the Garden Rooms and Upper Promenade around the west side of the CAC building. It provides spill over space for the CAC interior program, particularly the restaurant and Supervisors Chambers, while facilitating circulation between north and south Garden Rooms and Promenade areas.

The Civic Green will be San Diego's central civic gathering space. Trees offer desirable shade and provide a strong frame around the Green's perimeter. Senegal Palms and the "Guardian of Water" sculpture define the historic core of the landscape and create a porous screen between the north and south ends of the Green.

The programmatic possibilities for such a large open activity platform are limitless. Groups of people could be engaged in highly active recreation such as kite flying, frisbee, and pick-up ball games, while others could be reading, picnicking, napping, and sunbathing. On other occasions, tens of thousands of people could be packed onto the Green for a civic function, festival, or fire works display.



51. Civic Green

CAC Waterfront Park



52. Civic Green - Looking North

Components of the Plan

Esplanade / Civic Plaza / Water Terraces

Consistent with the North Embarcadero Alliance Visionary Plan, Harbor Drive is transformed into a low-speed three-lane driving corridor. Traffic calming measures combined with Waterfront Park and Bayfront Esplanade improvements encourage Harbor Drive's use as spine of pedestrian/bicycle circulation and activity. Activity synergistically flows back and forth between the Park and the Esplanade and piers. The crescent-shaped Grape Street Pier, to the north, and the relocated Maritime Museum, to the south, define the boundaries of the CAC Waterfront. The CAC Waterfront remains physically and visually unobstructed, thus preserving one of San Diego's finest remaining view sheds.

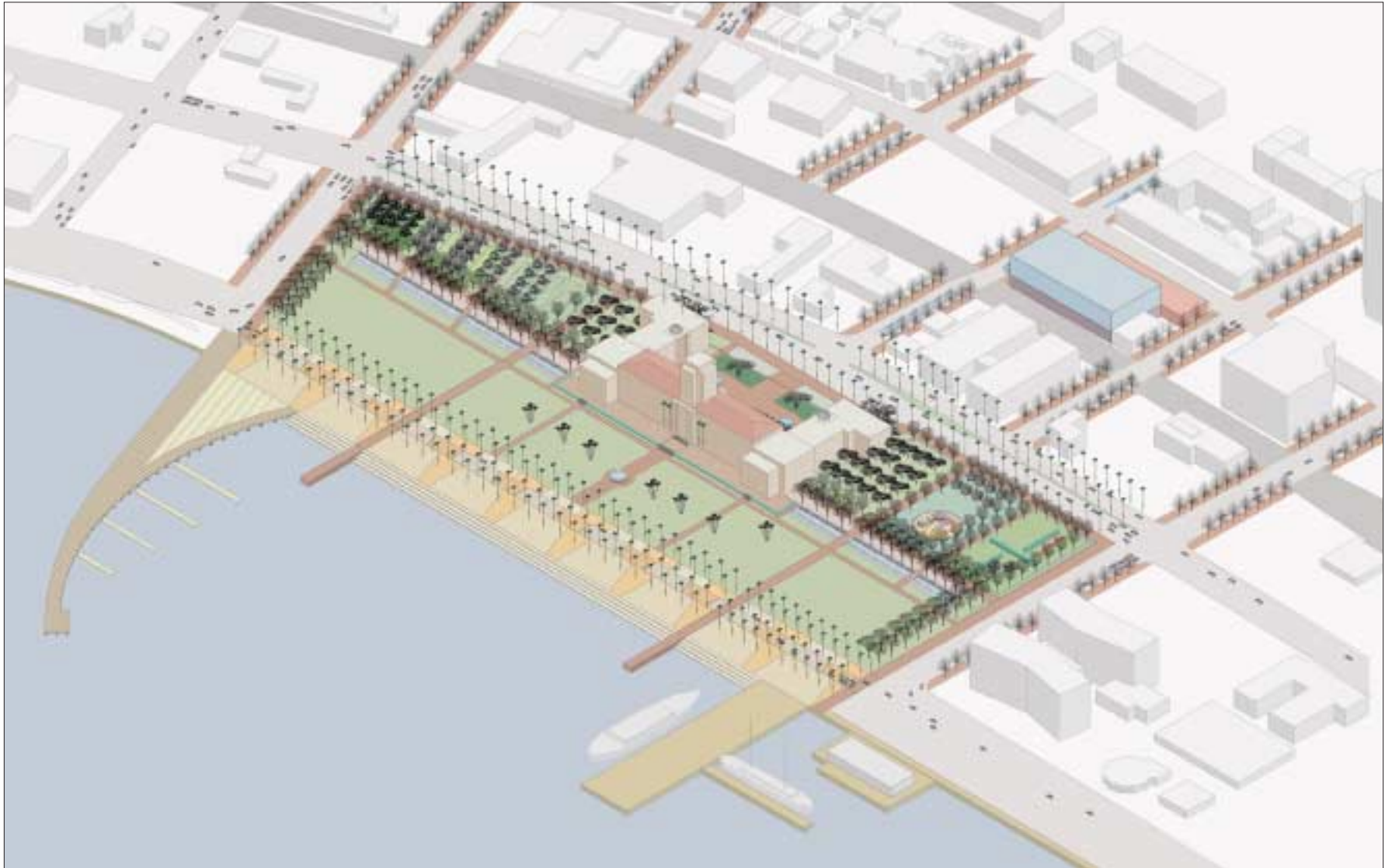
Special paving, lighting, and furnishings on Harbor Drive and the Esplanade form a continuous plaza between the Civic Green and the Waterfront. An offset zipped paving pattern distinguishes driving lanes from pedestrian zones. Double rows of palm trees complete the transformation of Harbor Drive into a plaza. The Bayfront Esplanade widens at Grape Street where it joins the recreationally programmed Grape Street Pier. Harbor Drive has the potential to be closed to traffic to create a staging grounds for tents, performance stages, and seating, during special events, concerts, parades, festivals, athletics, farmers markets, and fireworks displays. Terraces stepping into the Bay allow a physical interaction with the water and provide ample seating oriented outward to the Bay.

Areas west of the CAC site (Harbor Drive, Grape Street Pier, Esplanade) are under the jurisdiction of the North Embarcadero Alliance and its design architect.



53. Esplanade / Civic Plaza / Water Terraces

CAC Waterfront Park



54. Overall Site Axonometric